

INTRODUCTION

The Jones Falls Valley is Baltimore's "spine"--supporting industry, neighborhoods and some of the area's richest environmental assets, many of which are rare in an urbanized environment. For more than 200 years, the Valley has provided Baltimore with internationally ranked industries, stable neighborhoods, local employment centers and an abundance of natural resources.

The Jones Falls Valley is one three regional watersheds, or aquatic ecosystems. The Valley owes its growth, development, and appeal to the water. In its natural state, the river was powerful enough to sustain an internationally renown fabric manufacturing industry. It has provided fun, solitude and life's necessities for more than thirty generations of Baltimoreans.

Because of the river, thousands flocked to Baltimore seeking employment and a better life. Social fabrics exists today because of the river-- tightly woven networks of families, institutions and vernacular traditions-- that are viewed as models for contemporary urban development.

A wealth of vegetation protected the river. Forests, vegetation, and marshes provided a natural buffer to the water and the wildlife it supported. The river was not always peaceful. Even today the water easily and quickly spills over its banks, forcing residents and businesses to evacuate, leaving behind millions of dollars in damage over the years. More than sixty years of efforts to tame the river have left an adverse affect on its habitats.

Initially, the industries and the neighborhoods had a symbiotic relationship. Waterpower, once the cornerstone of the industrial revolution, gave way to electricity and shifted the Valley's orientation. The river lost its prominence as the region's front door and new development turned away from the water. Nowhere is this more dramatically illustrated than in the construction of I-83, the Jones Falls Expressway during which time the water was buried under an urban expressway.

Contemporary development continues to place pressure upon the river and its environs. The ecosystem is threatened by uncontrolled impervious surfaces throughout the watershed, unnatural meandering patterns, and a regional reliance on the automobile. Generations are growing up without the advantage of a natural environment close by and the valuable lessons associated with stewardship. Man has tried to control the river and in doing so has reduced its power and diminished the natural value of its ecosystems. Despite these efforts, the river fights and occasionally wins its battle to return to its natural flow.

FIRST FINDINGS:

A Preliminary Report on the

Jones Falls Valley

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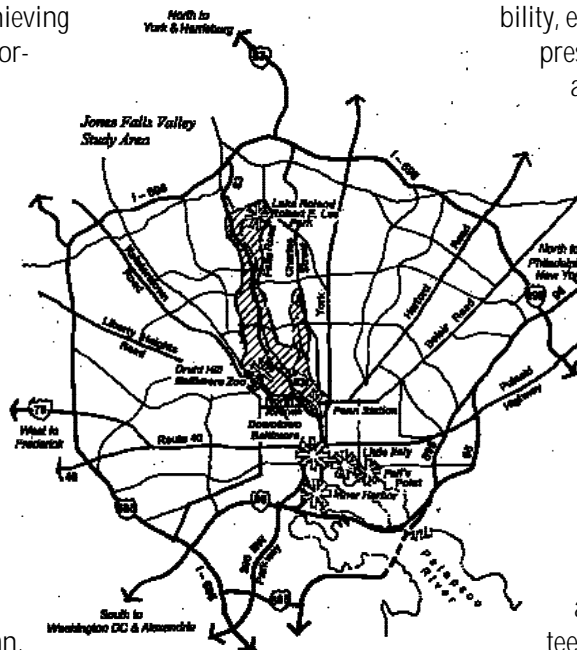
Restoring the Valley to its former prominence has inspired residents, businesses, institutions, and the City, all of whom are determined to repair and recapture the environmental integrity of the area. A revitalized Valley can be the defining element in a new model of community sustainability; one where the environment and development can coexist and where the environment is a catalyst to attract new investment. Achieving these objectives requires coordinating existing physical planning and programmatic efforts. It requires analyzing proposed development in a holistic rather than an individual or piecemeal fashion. And, it requires thinking about future development as part of an ecosystem where the well-being of the built environment is indistinguishable from that of the natural environment. This is the essence of a master plan, which provides a common vision and suggests a coordinated, integrated and unified framework to develop the valley as a seamless environmental, economic, and social unit.

The question we should ask ourselves throughout this process is how should the Valley look in 5, 20, or 50 years? What can we, as a community, do now that will preserve, sustain and enhance the valuable built and natural resources that remain? How can we use the new economy to affect a positive change in our neighborhoods? How can we emphasize the Valley's historic assets? How can the best qualities of the early villages be restored? How can the myriad of opportunities be packaged to create a prominent sense of place? How can the river be protected and restored so that in 200 years it will still be described as one of the region's strongest and most valuable asset?

Addressing these questions will lead to challenging discussions about the broad concepts of economic redevelopment, and environmental restoration. It will require some soul searching on the part of stakeholders and an openness to new ideas regarding the relation of the environment and economic development.



"First Findings" is an initial step towards creating a master plan for the Jones Falls Valley from Penn Station to Lake Roland and from Druid Hill Park to the Stony Run. This planning effort is community driven; it is based on forums and meetings in addition to research and analysis. The planning process began by identifying four broad areas: environment and recreation, neighborhood stability, economic development and preservation, and accessibility and linkages. Community forums were held on each of these topics, providing an opportunity to identify issues, opportunities and strategies from a grass-roots level. Physical design issues were conceptualized at a design charrette attended by over 150 residents, businesses, property owners, institutional representatives and professional volunteers. To better manage the planning process, the study area was divided into fourteen smaller planning areas.



The result: over 150 area wide and neighborhood-specific ideas, that are intended to start a dialogue about recommendations and alternative scenarios. The dialogue will continue in a second series of public forums beginning in October. Community association meetings and other venues are also encouraged. A final plan is anticipated to be complete in the spring of 2001.

The Jones Falls Valley Master Plan will ultimately be successful over the next 20 years if the principles it suggests sets the course for future policy and funding initiatives. It is our hope that the final Jones Falls Valley Master Plan, whatever its final form, will be a catalyst in the Valley's efforts to regain its former prominence in the region and to guide future environmental and development efforts.



VISION STATEMENT

Master Plans express a long-range vision describing the possibilities of an area. Like other types of vision statements, they are opportunistic, broad reaching, imaginative and seemingly beyond the achievable. The vision statement for the Jones Falls Valley answers two questions: How could the Valley look in 40 or 50 years and What if...?

For more than two centuries, the Jones Falls Valley has provided Baltimore with a wealth of natural and man-made resources. The time has come to restore this regional treasure to a position of natural, historic and economic prominence. Our efforts must build on the strength of the water, recognizing that it is still a magnet, drawing residents, visitors and businesses to its shores, and providing the force around which the future vitality of this corridor is inspired and directed.

Imagine... new businesses flocking to the area, drawn by the combination of historic and new buildings in a sylvan setting.

Stable neighborhoods will again become village centers with housing ranging from historic mill enclaves to new, contemporary products will enable residents to walk to their jobs, shops, ride along a scenic greenway trail or hike through a historic park. Newly developed open space will form connectors linking resources, neighborhoods, institutions, the City and the region. Over time, land near the water may be restored to its natural state, creating staging areas for walkers, joggers, picnickers and others who wish to enjoy the Valley's natural beauty.

PLANNING PRINCIPLES

Realizing this vision for the JFV can be achieved through a set of recommendations that focuses on the assets both of the area and of the more than 30 neighborhoods that comprise the Valley. The first step to translating the vision into an implementable reality was to determine a set of principles that would guide the planning process and ultimately become a set of more specific recommendations and actions. These were based on a combination of factors -field work, community input and the consultants' research -and are intended to reflect the plan's four core areas: environment and recreation, neighborhood stability, economic development and preservation, and accessibility and linkages.

Linkages. The Jones Falls Valley should be recognized as a regional resource. The area must increase

its accessibility and be convenient to its residents, visitors, businesses, city neighborhoods and the greater Baltimore area.

Environment. The health of the river should be the focal point of all planning efforts and subsequent actions. Solutions, policies and programs should be rooted in regional dialogue and reflect joint allocation of capital and resources between jurisdictions.

Community. The river has historically fostered a series of urban villages. Future planning efforts should focus on restoring these villages by empha-

sizing smaller scale development, mixed-use development, historic preservation, pedestrian linkages, and reduced dependencies on automobiles.

Technology. The river was responsible for the growth and success of an industrial corridor. It can again be at the heart of a gradual transformation from an industrial to a technological corridor.

Transportation. The Valley should be connected by a series of linkages integrating public transportation with pedestrian, bicycle and sensitive automobile patterns.

Preservation. The significance of the environment should be reflected in new land use patterns. Site planning, landscaping and development should "do no harm," incorporating environmental sensitivity and building technology.

AREA WIDE ISSUES & OPPORTUNITIES

An overwhelming sense of disconnect pervades the entire Jones Falls Valley – between neighborhoods, between the Valley and the City, between the City and the County and between the Valley and the larger region. This reinforces the seclusion that parts of the Valley offers and is appealing to many commercial segments. Rather, it is an observation that without strong, defined and continuous linkages and a well-honed sense of identity, the Valley is not likely to realize its vast potential.

This sense of disconnect manifests itself in the following ways:

- ♦ Land use patterns that discourage uses that would provide "eyes and ears," encourage economic growth and build a constituency required for public investment.

- ◆ Lack of safe pedestrian access, particularly at important activity centers

that prohibit accessing light rail, open space, or simply crossing the street.

- ◆ Inaccessibility between light rail and bus stations.

- ◆ Lack of continuous pedestrian/ bicycle north-south and east-west connections.

- ◆ Deteriorating housing stock and marginal commercial structures.

- ◆ Visual and environmental pollution that take the form of billboards, unregulated signage trash and poor air quality.

- ◆ Lack of gateway entrances and "place making."

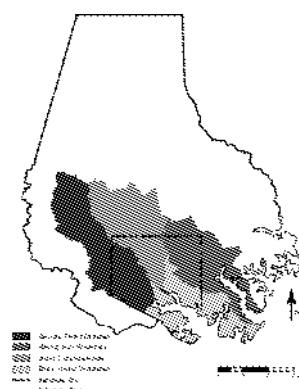
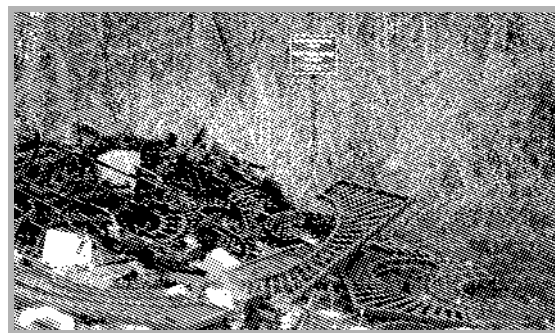
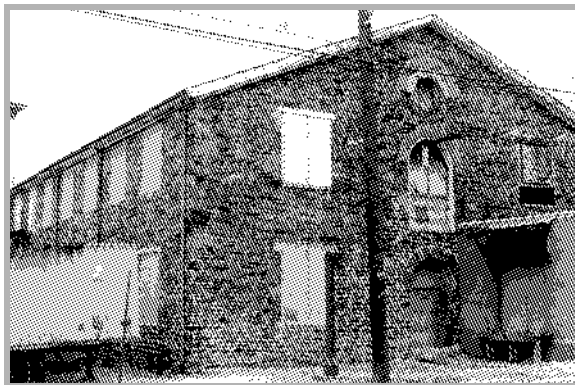
- ◆ Lack of interpretation and programming of the vast historical resources that exist.

- ◆ Lack of "front doors" at parks that would make their presence prominent and welcoming.

- ◆ Community perceptions of an unsafe environment

- ◆ Incompatible and conflicting uses along Falls Road.

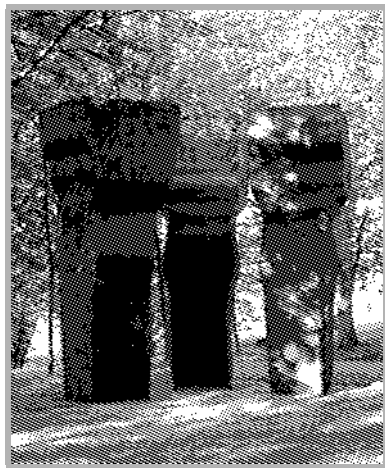
- ◆ Lack of strategic marketing efforts.



Despite these, our analysis found an abundance of opportunities within the Jones Falls Valley.

- ◆ Significant resources that include neighborhoods, homes, churches, schools, infrastructure, and open space. These define the Valley's physical presence and present numerous opportunities for tourism, unique retail, and urban-based housing. They are the ingredients in a recipe for conversion to a "digital valley."

- ◆ A concentration of adaptive reuse projects. Northern District, Stieff Silver, the Hampden Baptist Church, Mt. Washington Mill illustrate the variety of structures that are available for adaptive reuse. The Northern District Police Station, Kirk Stieff, and others, are expected to show similar successes and be a catalyst for future investment. Quick sales and short leasing periods demonstrate the demand that exists for buildings that avoid modern "cookie cutter" footprints and can be complemented by a solid range of amenities.



the Kentlands, Maryland. Architectural variety and a range of housing styles attract a diverse population, narrower streets connect and encourage walking, community gathering spaces and nearby employment and shopping centers create an environment that encourages interaction among residents and a sense of community.

- ◆ Some of the City's most historic and unique housing stock is included in the Valley. High demand and consistent sales prices create a sense of value that can facilitate revitalization of more marginal areas.

- ◆ The addition of linkages throughout the valley will provide the connection between neighborhoods. Over time, these connections will foster the realization that the Valley's potential will be realized when the area is addressed as a whole rather than as the sum of its parts.

- ◆ The City's future greenway has the potential to be a continuous pedestrian or bicycle pathway that avoids the congestion of major thoroughfares and the area's most dangerous intersections.

- ◆ Neighborhoods that possess "village" qualities being emulated in such new urbanist communities as Celebration, Florida and

- ◆ A combination of natural features that are unique in an urban setting. Walking along the water, bird watching, fishing, launching a canoe and bicycling are just a few of the amenities that draw people to the Valley. Forest wildlife can be found throughout the Valley adjacent to urbanized areas. A growing sense of stewardship will protect the habitat, allowing future generations to take advantage of a stronger natural area.

- ◆ The presence of five colleges and universities-the Johns Hopkins University, Loyola College, College of Notre Dame, Maryland Institute College of Art, and the University of Baltimore-will be a critical factor in shaping the "digital valley." Expansion needs are likely to be the catalyst for revitalization, such as the recent MIA purchase of the Jos. A Banks building on North Avenue, while students will provide ready access to a technically sophisticated workforce. This same workforce is likely to be attracted to the proximity of work, housing, and amenities.



HISTORICAL HIGHLIGHTS

The history of the Valley begins with the water and its ability to support and sustain more than three centuries of industry. The first mills in the Valley were flourmills that were part of a larger network of grain-milling operations in the City, and which began converting to textile mills in the mid-19th century.

The most famous mill, Druid Mill on Union Avenue was built by Horatio Nelson Gambrell in 1865. An additional wing in 1872 made it one of the area's largest industrial establishment. Mr. Gambrell expanded his holdings to include the Washington Cotton Factory and went on to become ranked as one of the world's largest producers of cotton duck. A second family, the Hoopers, contributed to the area's

explosive growth by expanding the Woodberry Mill and building Meadow Mill. By the 1890's the mills employed nearly 4,000 individuals, creating one of the largest workplaces in the country.

The water also supplied power to a number of non-textile industries. The most famous of these may be the Poole & Hunt Complex, which cast the columns and brackets supporting the U.S. Capitol. Melvale Distillery, on Old Cold Spring Lane produced Melvale Pure Rye until Prohibition.

The Baltimore & Susquehanna Railroad was chartered in 1828 to take advantage of the area's mid-Atlantic location as well as to provide service to the mills and quarries along the Jones Falls and Gunpowder River Valleys. The cornerstone was laid on August 29, 1829--the 100th anniversary of Baltimore's founding--at the City line near the current North Avenue Bridge. By 1831, tracks had been laid up to Lake Roland. In 1855, the B&S was consolidated and reorganized into the Northern Central

Railway which ultimately became controlled by the Pennsylvania Railroad.

During the mills early operation, the community consisted of a cluster of seven villages - Mount Vernon, Clipper, Druidville, Woodberry, Hampden, Sweetaire and Hampden Village. In 1888 these communities were annexed by the City as Hampden-Woodberry. Housing was built to accommodate mill employees and the neighborhoods expanded to provide services and amenities that reflected a true corporate town. In 1877 Brick Hill was developed, followed by Stone Hill

The geographic isolation of the neighborhood from the rest of the City created a strong sense of ownership among its residents. Churches, libraries, and schools created a tight-knit, self-contained community--characteristics that are retained by many current residents. Robert Poole, of the Poole and Hunt Foundry, contributed land for a public school and built the building that is now the Hampden branch of

GENERAL

Integrate the environment, economic development, tourism, neighborhoods, accessibility and all other aspects of a revitalization effort. Each of these components should be regarded as reinforcing one another. The overall goal should be about an enhanced quality-of-life: businesses that are attracted to the area because of unique buildings in a picturesque setting oriented to the water, historic neighborhoods that increase in value because of their proximity to employment centers and parks and a system of trails and redesigned streets that improve overall accessibility while decreasing reliance on the automobile.

Develop regional strategies to preserve, sustain and enhance the Valley. The Jones Falls Valley Watershed unites the region from the Inner Harbor to northwest Baltimore County. Regional, public-private partnerships that cut across jurisdictional lines and issues should be fostered to ensure long-term viability.

Designate scenic corridors as a zoning classification. As part of the planning efforts associated with the State's Scenic Byway designation, a scenic corridor classification should be included in the Zoning Code. This type of classification would protect view corridors by requiring that all billboards should be removed within a five-year amortization period.

Develop a network of stewardship opportunities. Promoting ongoing conservation and maintenance

of the Valley will require extensive participation from all of its constituencies. Educational programming, public service campaigns, and volunteer opportunities that increase the public's awareness of the Valley, the watershed and its contribution will need to be an integral component of an overall marketing strategy.

Create a public art presence throughout the Valley. One of the features that makes an area unique and contributes to its image and identity is its use of public art. A strategy should be developed that identifies themes and sites for monuments, statues, murals and towers. This theme should carry over to public infrastructure such as bridges and train trestles.

Consider a management agency with bonding and taxing authority in addition to conservancy powers to implement the Master Plan. Implementing the Master Plan will require the energy of numerous public, private and nonprofit entities. It will be critical that a central body be established that can coordinate these efforts and serve as a liaison to all of the Valley's constituencies, interests and agendas.



Reevaluate the parks' management. Parks today suffer from a lack of usage, due in part to poor perceptions and concerns over safety. With new leadership being provided for the Department of Parks and Recreation, this would be an ideal opportunity to evaluate all open space management within the Jones Falls Valley.

Develop unified design strategies for a wayfinding system. Design standards and prototypes should be developed for gateways, signage, trail markers, and historic markers. Connections between signage types could be established through their relationship to the water.

ENVIRONMENT

Protect the water quality, woods and natural habitats. The Jones Falls Valley includes an ecosystem that is unique to many an environment. Historic woods, meandering river patterns and rare species of birds flourish despite channelization, pollution, and storm water mismanagement.

Develop a comprehensive environmental management plan. An interagency, regional, comprehensive management plan should be developed that identifies specific strategies and policies to protect the Valley's environmental integrity.

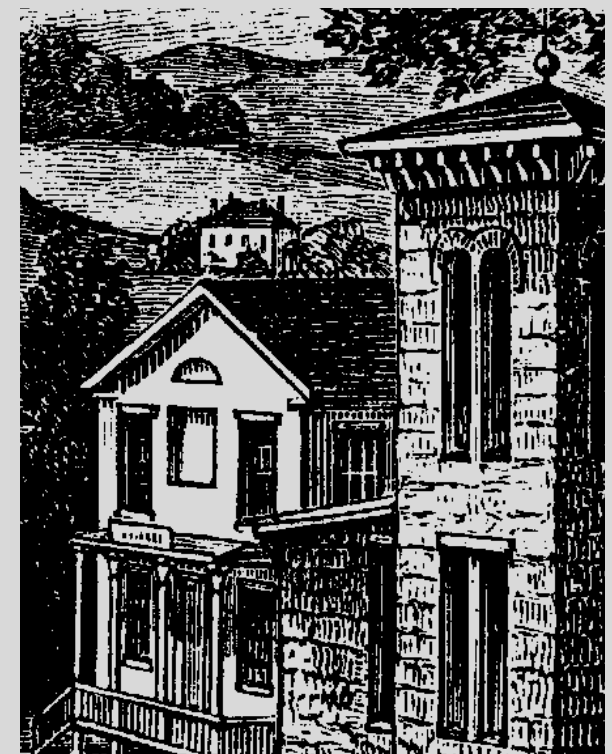
the Pratt Library while David Carroll helped establish the Mt. Vernon M.E. Church in 1879.

One of Baltimore's earliest suburbs is located in the Jones Falls Valley. Mt. Washington began in 1854 as the "Mt. Washington Rural Retreat." Its proximity to the B&S railroad allowed for travel between business and summer homes. Interest in Mt. Washington encouraged the growth of nearby Dixon Hill developed by Thomas and James Dixon, architects of the Mount Vernon Place Methodist Church. The Dixon's influence is also evident in the Octagon building on the St. Paul Companies' campus.

No history of the Jones Falls Valley is complete without reference to its parks and open spaces. The planning principles of the Olmsted Brothers are evident in the large parks that are connected by a series of greenways and smaller linear connector parks. Druid Hill Park, the country's third oldest urban park, includes approximately 600 acres of parkland and is home to the Baltimore Zoo. Cylburn Arboretum was

one of many estates ringing the city that are now parks. Roland Avenue reflects the Olmsted tradition of wide streets with green medians that were well planted with trees.

The face of the Jones Falls Valley changed dramatically in 1960 with the completion of I-83, the Jones Falls Expressway. Intended to alleviate the negative traffic impacts on neighborhoods, by relieving congestion from the most heavily traveled streets, I-83 instead encouraged suburban flight and proved devastating to the stream and its habitats. Large concrete structures reduced the flow of the river to a trickle, killed-off the wildlife that inhabited the shores and made it impossible for regeneration. While elevated ramps provide a clear view of the Valley and its assets, they increased vehicular-pedestrian conflicts, destroyed the village environment as well as connections between neighborhoods and created a scale that fostered automobile rather than pedestrian or public-transit reliance.



Develop storm water retrofits. Create innovative storm water facilities throughout the Valley to improve water quality in the Jones Falls. Bioretention facilities, nontidal wetlands for water quality, wildlife enhancement, and storm water collection systems should be implemented as part of an area wide comprehensive environmental management plan.

Enhance the forest buffer. Increase buffers along the river corridor wherever possible to filter sediments and pollutants, reduce erosion, and reduce overland water velocity.

Enhance public access and exposure to the river. Provide public transportation and greenway trails to connect communities, increase open spaces along the river, and restore and develop new residential and commercial facilities as a strategy to increase stewardship and protection of the river and its sensitive areas.

Encourage growth around the river. While it is not possible to replace all cement retaining walls, efforts should be made to identify places where breaks in the walls can be made to encourage natural growth.

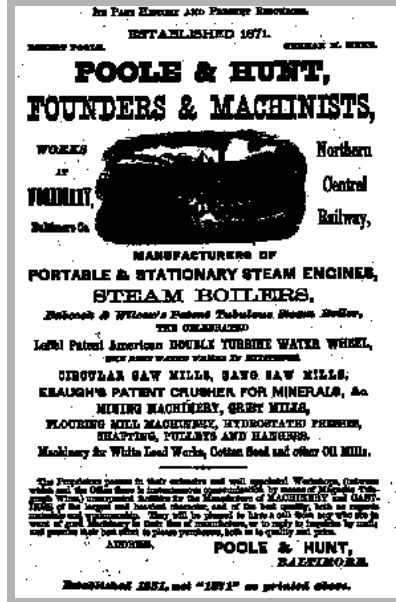


Incorporate the City's recycling program into all programming efforts for open spaces.

Restore designated sites to a natural habitat. A number of industrial sites developed between 1950 and 1970 have contributed to a declining ecological balance and deteriorating environmental state. Over time and with minimal disruption to employees, industries should be relocated and the land returned to its natural state.

Create an overlay chapter to the Baltimore City Zoning Code that would provide protection standards.

The Overlay Districts chapter of the Baltimore City Zoning Code should be amended to include more stringent requirements. A new subtitle could be added that would more effectively protect existing natural assets through development ratios, parking standards, and mitigation impacts.



HISTORIC PRESERVATION

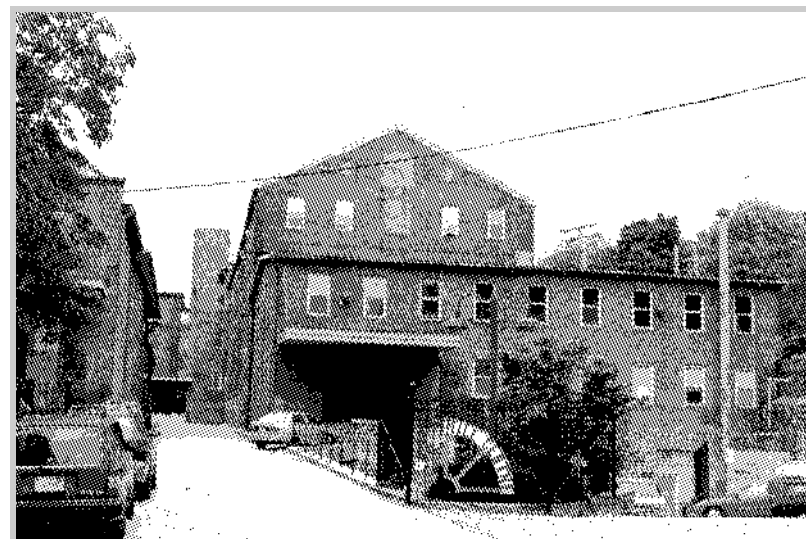
Designate the entire valley as a historic district and heritage area. Seek national and local historic designation for the entire Valley corridor. Where appropriate, seek Landmark Status (City), inclusion in the Maryland Historic Trust Inventory or Baltimore Historic Inventory (County) for appropriate specific properties.

Preserve the historic, scenic, cultural, and architectural heritage of the area. Renovation and restoration should be a guiding principle. Redevelopment efforts should include restoring a building to the fullest extent possible.

Provide easements in exchange for tax credits. Encourage the preservation of historic properties and areas through easements in exchange for tax credits or other funding considerations.

Create a revolving, low interest loan fund that encourages restoration of original architectural features, purchase of historic homes and structures, and emergency funds for stabilization. This type of fund would be available to homeowners and business owners who were interested in purchasing and preserving historic buildings.

Undertake a comprehensive, professional historic inventory. There are a number of inventories existing that catalogue different historic aspects of the Jones Falls Valley. These should be consolidated with new buildings suggested as candidates for historic designation and updated regularly.



ATTRACTING INVESTMENT

Within the Jones Falls Valley, there are 581 non-residential properties representing \$449.7 million in assessed value.

TYPE	NUMBER	VALUE (millions)
Commercial	294	\$ 176.3
Exempt	165	\$ 201.6
Industrial	102	\$ 43.3
Multifamily	20	\$ 28.5

Exempt properties include 98 parcels owned by the Mayor and City Council of Baltimore with a assessed value of \$132.7 million.

There are five specific areas within the planning boundaries which offer particular potential as "gateway" sites for (re)development efforts which, due to their visibility and scale/critical mass, should have disproportionate positive impact on the Jones Falls Valley's economic development prospects. They should act as catalysts to other development efforts and are explained in greater detail throughout this report.

- ◆ 36th Street Retail District
- ◆ Union Avenue/Falls Road
- ◆ Stump Dump
- ◆ Children's Hospital Property
- ◆ Sisson Street/Howard Street

Establish a local history center. A local history center should be established in conjunction with a visitor's center that provides a combination of oral history and exhibitions.

ECONOMIC DEVELOPMENT

Recognize existing industries for their importance as local employment centers. This draft report identifies several industries that could be considered as underutilized or marginal. However, they are a source of local employment. If they are required to move, their relocation should be handled with a goal of retaining local jobs in the Valley. One option for a concentrated relocation effort is the Remington Industrial Corridor on Sisson Street.

To the fullest extent possible, redevelopment should occur as a function of natural obsolescence and changes in the market place. A number of businesses in the Valley that will either close or move, should receive first priority as redevelopment opportunities.

Encourage development that attracts a regional market. Marketing strategies should encourage developers to look beyond immediate markets and recruit tenants that would have a larger, regional appeal.

Encourage commercial districts to take advantage of the water. Over time, businesses have oriented themselves away from the water, thereby losing a valuable asset. Efforts should be made to encourage decks, gardens, and other types of amenities that unite customers and employees with the water, and the public

Insure the "digital valley" is part of the "digital harbor." There are many parallels between the Inner Harbor and the Jones Falls Valley. Both areas contain a number of historic warehouses and factories that can be retrofitted to meet modern office and technology needs. Both are in unique locations with proximity to water, public transportation, and major thoroughfares. In contrast to the Inner Harbor, the Jones Falls Valley offers the advantage of a natural setting and future greenway trail.



Develop a variety of housing opportunities that will contribute to the Valley as a community of choice. Increasing the housing stock by including a variety of products that appeal to groups, will create new constituencies that are likely to engage in the active preservation of the Valley. This could include converted warehouses, consolidation of existing units into larger dwellings, and selected new development.

Include small business opportunities that can be community owned and managed as part of the greenway development. Community initiatives such as bike rental and concession stands should be encouraged as part of the greenway trail development.

Evaluate City-owned properties. Baltimore City owns approximately 98 properties within the Jones Falls Valley, many of which are poorly maintained and of marginal benefit to the City.

TOURISM

Develop marketing packages that will increase tourism. Develop marketing campaigns that take advantage of historic, cultural, social and natural amenities and cross-promote them with travel, hospitality, restaurants and shopping.

Integrate efforts with the City's Heritage Tourism program. Baltimore City is developing a Heritage Tourism program that links historic and cultural attractions with economic development opportunities. The Valley includes all of the elements for a successful heritage tourism effort: a variety of historic resources, renovation and new development opportunities, accessibility to public transportation and major thoroughfares, and the ability to generate significant political support.

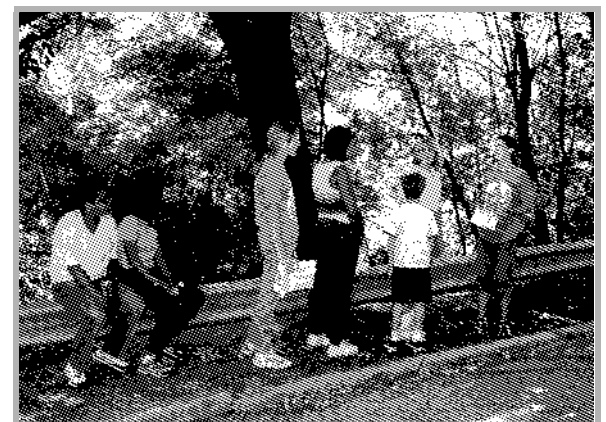
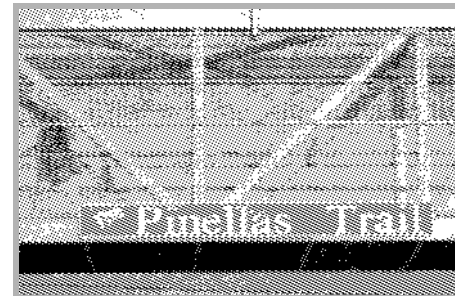
ACCESSIBILITY

Encourage existing and future parking to be shared among multiple uses. Parking lots should serve shared uses and should be situated to encourage use of public transportation and future Transit Oriented Development.

Create a network of pedestrian and bicycle friendly connections across the Jones Falls Valley. The bridges and roadways connecting to I-83 are alien to pedestrians and bicycles. Nonvehicular connections are important to enhance development and could include such locations as: Fresh Fields, Stump Dump to Poly-Western under the I-83, 41st Street bridge, Union Avenue, Ash Street to Druid Hill Park under the JFX, Falls Road Interchange to Druid Hill Park, Cedar Avenue Bridge with connections to the greenway and Wyman Park to the Jones Falls Valley.

Develop a wayfinding system. Signage and wayfinding should be developed that facilitates the location of institutions, attractions, employment centers, neighborhoods, retail, parks, the greenway and the water. These should include historic markers and should complement tours. Areawide maps should complement a wayfinding system and should be available at local distribution centers throughout the Valley as well as sidewalk brochure racks. These should be complimented by detailed maps for each park.

Explore car free zones. In order to protect the Valley's environmental integrity and village-like environment, car-free zones should be explored that are nearby the proposed greenway or community trails. These should be located in close proximity to public transportation and should be accessible by the MTA's neighborhood shuttle.



Encourage the development of additional transit nodes. The Valley's transit network should be reevaluated to include multimodal transit hubs that reduce reliance on automobiles and that are easily accessible by neighborhoods, attractions, and employment centers.

Make public transit rider friendly. Simple additions such as maps at stations and travel time between modes, or how to reach a nearby destination. One option to consider is combining transit stations with visitor kiosks.



NEIGHBORHOOD STABILITY & SUSTAINABILITY

Encourage neighborhoods to develop specific master plans. Under PlanBaltimore, Neighborhoods should be encouraged to use the master plan process as a launching point to developing comprehensive neighborhood plans.

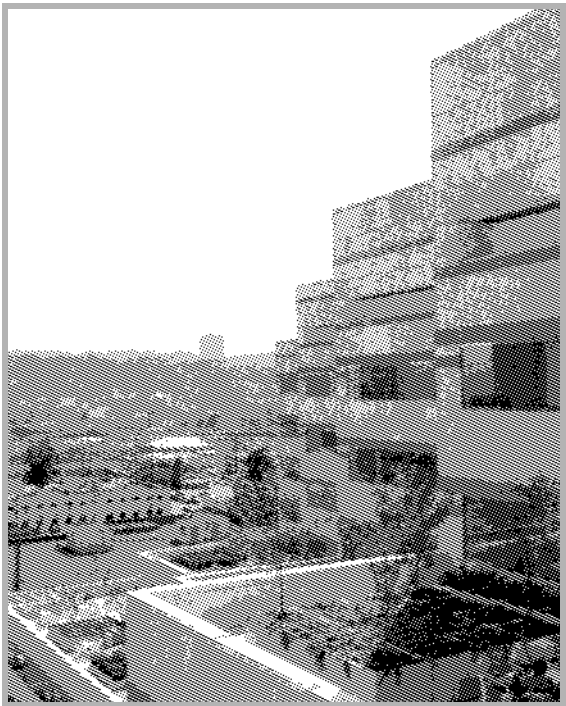
Locate areas for community gardens that emphasize permaculture and "eco-gardening." Vacant lots, rooftops and impervious surfaces are examples of areas where communities can develop gardens. This type of project provides the added advantage of serving as a positive, proactive organizing tool. As these proj-

ects expand, they can provide employment opportunities for low-skill job creation.

Promote energy efficiency by developing a block-by-block weatherization program targeted to lower income areas. One disadvantage of an older housing stock is its relative inefficiency in conserving energy costs. Block-by-block programs enable a community to target the most needed areas and provides an opportunity to foster community spirit and activism. This type of program should include grants and low-interest loans that can be used by renters or homeowners.

Explore the possibility of developing a "green" building code and tax credits. Green buildings encourage the use of recycled and environmentally friendly materials, environmentally sensitive building techniques, and maximize energy conservation. This would be particularly valuable in areas where development is close to residential areas.

Explore participation in the Fannie Mae University-Community Partnership Initiative. The UCPI was created to encourage partnerships to expand affordable housing opportunities. For example, the City Design Center at the University of Illinois is developing an Internet catalog of affordable housing designs.



PUBLIC & PRIVATE SPENDING

The Jones Falls Valley attracts substantial public and private investment. Public and private spending patterns were reviewed between 1993 and 2006 to determine how much was spent, on what types of projects, and to guide suggestions regarding future spending priorities.

Between 1993 and 2000, sixty development projects were identified including expansion of educational institutions, public-private partnerships to enhance public facilities and streetscaping, upgraded infrastructure and market rate housing. Examples of projects include:

- ♦ conversion of the former Goodwill to the Royal Farm Stores corporate headquarters

- ♦ pending construction of nineteen single family homes in Lake Falls South
- ♦ redevelopment of the Mt. Washington Mills as a mixed-use complex

Between Fiscal Years 1995 and 2006, approximately \$306 million in public expenditures has or will be spent on projects relating to cultural institutions, parks, roads, and the environment. This spending is further categorized as follows:

Area	Total Invest.	Amount Spent	Projects
Cultural Institutions	\$140	\$41	5
Roads	\$82	\$41	40
Environment	\$74	\$22	24
Parks	\$ 8	\$6	2

Cultural expenditures, the largest public investment category, represents fourteen projects at the Baltimore Zoo and Baltimore Museum of Art, as well as renovations to the Greenmount Recreation Center, Remington

Revitalization, and school improvements. It should be noted that the Baltimore Zoo has recently completed a master plan and that future expenditures are likely to be revised.

Forty projects relating to roadways have or will fund resurfacing, lane modification and reconstruction of intersections. Approximately half of these funds have been spent, the balance is slated to be expended by fiscal year 2006.

Environmental spending has focused on the health of the water. The largest expenditure was improvements to the Upper Jones Falls pumping station that included improving a water conveyance system and replacing and rehabilitating sewers that represents an \$8.2 million investment. Additional funding is anticipated between fiscal years 2001 and 2004. One-third of the total funds allocated was dedicated to storm drain repairs, construction or improvements, to avoid the costly impacts of the unanticipated 1999 floods. Funding does not appear to be dedicated to long-

Lake Roland & Robert E. Lee Park

This city owned property is located in Baltimore County and was originally purchased in 1857 by the City which built Lake Roland to serve as its principal reservoir. Lake Roland stopped functioning as a reservoir in 1915, however, the Park and the lake continue to offer both passive and active recreational uses.



Robert E. Lee Park Restoration Alternative

Over the years the Park has become threatened through erosion and the loss of its ecological integrity. Erosion is hastened by continuous use by mountain bikes and impervious surfaces. Drainage, largely from storm water and Baltimore County development, increases the problems.

The Park's isolated location prohibits access by communities and residents outside of the immediate neighborhood and is exacerbated by the lack of a "front door" at Falls Road. This places added pressure on the neighborhood by forcing cars onto residential streets. Once a user is in the Park, there is an absence of wayfinding, making it difficult to find trails or walk around the lake.

Over the years tensions have developed between two groups of park users: those with dogs and those without. Lake Roland's secluded location allows many dog owners to feel comfortable about taking their pets off leash,

despite the presence of a posted leash law. This creates concerns about safety and comfort for nonpet owners. Additionally, there are concerns about pet owners who do not clean up after their dogs, contributing to an overall lack of maintenance.

The Falls Road Light Rail Station is within close proximity to the park, providing enhanced opportunities for access. Vehicular conflicts with Falls Road currently makes reaching the light rail station difficult for pedestrians.

Identify shared parking sites and reconfigure the existing Light Rail parking lot.

Additional traffic anticipated from a main entrance could be accommodated by negotiating shared parking with the Lake Falls office complex next to the Park. Additional parking bays could be developed along the Falls Road entrance, replacing the existing cement barrier with a more attractive design. Reconfiguring the light rail station parking lot to accommodate more spaces would also relieve anticipated parking conflicts. Removing the fence that separates the light rail park from the Lake Falls office complex would provide opportunities for shared parking, possibly to include a parking deck, and other forms of Transit Oriented Development.

Replace the Falls Road bridge.

Although recently reconstructed, the current volume of light rail trains does not justify the bridge and inhibits an attractive main entrance to the Park. Long term plans should include replacing the bridge with a low structure that provides more attractive and visible access to the adjacent areas, including the light rail station, Park and historic homes.

Expand the Park's accessibility.

What should be a regional resource is largely limited to local use, due to a variety of factors: a lack of visible signage; lack of linkages between the light rail stop and the park; and, lack of pedestrian accessibility along Falls Road.

IDEAS

Develop an environmental maintenance strategy.

Immediate measures should be taken to stop the erosion in the Park and to begin replanting in appropriate areas. Trails should be upgraded, maintained and clearly marked. Erosion caused by mountain bikes should be cordoned off until remediation has been implemented. Wherever possible, impervious surfaces should be replaced with natural materials or crushed gravel.

Create a public entrance along Falls Road.

Traffic and other negative impacts on Hollins Road and surrounding residential streets can be mitigated by creating a gateway entrance at Falls Road. The Davey Tree Company could be relocated and converted to parkland for a prominent and public entrance.



term sustainability issues such as replanting, habitat studies or comprehensive management.

Of the \$8 million allocated for park improvements, \$6.5 million has been spent to implement the Druid Hill Park Master Plan. Approximately \$600,000 has been spent to redevelop the tennis courts and renovating the historic pool and bathhouse. An additional \$207,000 remains to be spent on Master Plan improvements. Approximately \$3.8 million has been spent to renovate and update the historic Conservatory, which is believed to be the oldest surviving conservatory building in the country. An additional \$2 million is allocated for fiscal years 2001 and 2002.

\$85,000 was spent in fiscal year 1995 to begin resolving environmental issues surrounding Lake Roland. However, as the park continues to erode and face further environmental deterioration and negative impacts both from development in Baltimore County and storm water runoff, it is likely that funding will need to be reevaluated.

A trail connecting Robert E. Lee to Druid Hill Park would increase the park's accessibility, provide a natural connection with the proposed greenway and reduce vehicular conflicts.

Accommodate all Park users.

The City's leash law is prominently posted at the Park's entrance and should be enforced. Violations should include stiff fines and community service hours towards park maintenance. Segregated, fenced areas where dogs could be unleashed could be considered. This has been tried successfully in Prospect Park in New York.

Enhance recreational and programming opportunities.

Lake Roland's assets can easily be expanded upon through managed recreational and programming opportunities. For instance, existing canoeing and kayaking activities could be expanded into a year-



round activity. These types of activities could provide opportunities for community-managed enterprises. A community-managed concession stand, for instance, could also include bicycle and boat

rentals, as well as provide "eyes and ears." Similarly non recreational programming should be developed such as an evening concert series or boating instruction that would increase usership and expand capacity-building opportunities. Educational programming should be developed around the park's historic beginnings and could also incorporate guided trail walks.

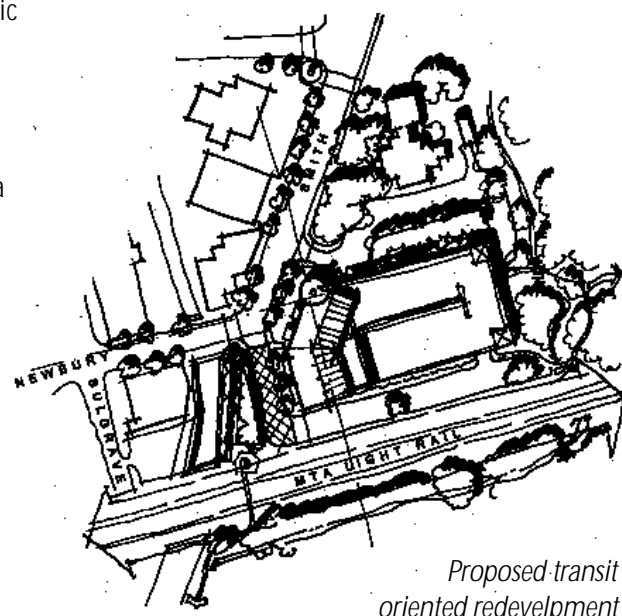
Upgrade the Park's physical condition.

At a minimum, the Park should be maintained on a regular basis. Trash should be removed daily and more frequently during peak usage. Restoring the sitting garden near the overlook would provide an

opportunity for passive recreation.

Establish a regional task force to monitor the park, coordinate planning efforts between constituencies, and identify cost-sharing and revenue strategies.

The Park offers opportunities for positive regional cooperation through environmental management, maintenance and programming. Joint efforts could include developing a storm water management system, identifying locations for storm water retrofits as well as bioretention facilities, and identifying cost-sharing strategies.



Mt. Washington/ Sabina Mattfeldt

Mt. Washington is one of Baltimore's earliest suburbs, built on the speculation that a commuter train would attract a residential enclave. Over time, this hypothesis was proven true--and today history is repeated. The Mt. Washington light rail station is one of the most heavily used. The core of the community is a well-kept commercial district that is noted for its pedestrian scale and accessibility by nearby residences. North of Mt. Washington is Lake Falls Village that includes a number of commercial establishments and houses located on secluded side streets. The Jones Falls runs behind Lake Falls Village, a well-utilized shopping center, but is not easily visible or accessible through the heavy vegetation.

South of Mount Washington is Sabina-Mattfeldt, a small residential enclave located off Northern Parkway. The community includes a substantial amount of open space along the river that was purchased by the City for flood control. The river is urbanized between Lake Falls Village and Sabina Mattfeldt. Vegetation has reestablished itself and the river has created some meandering patterns. Fencing is a problem and forested buffers should be increased where possible.

Increasing automobile use has diminished the village qualities of these neighborhoods. Falls Road traffic has experienced increasing congestion due largely to

Baltimore County Development and lack of an additional Baltimore County exit until Ruxton Road. Pedestrian accessibility along Falls Road is limited by lack of sidewalks, congestion, and lack of pedestrian-oriented intersections. Falls Road itself is deteriorating and suffers from visual clutter including billboards and businesses that are too close to the road and unable to accommodate customer parking.

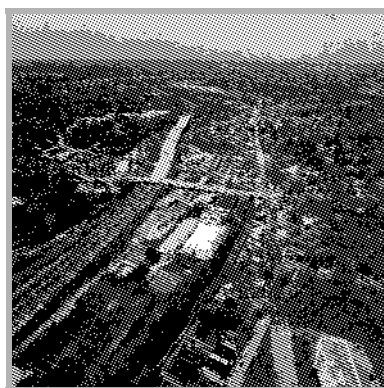
IDEAS

Develop a greenway connection between Sabina Mattfeldt, Lake Falls Village and Lake Roland.

The trail should follow the water where possible, and include improving the Sabina-Mattfeldt alley and upgrading the closed off Mt. Washington Mill Service Road through enhanced lighting and maintenance.

Reopen the planning process for new interchanges on I-83.

Increased congestion has lead to a decreased quality of life for both residents and commuters. The time has come to reopen discussions and give priority to a new I-83 interchange that would relieve congestion for both the City and County. Possible locations for a new ramp could include Clarkview or Old Pimlico Road.



Consider long-term improvements for Falls Road.

The deterioration along Falls Road is an opportunity to rethink how the road is used and to develop specific measures regarding parking and zoning. The appearance of the road can be upgraded through landscaping in the right-of-way, removal of billboards, and facade improvements.

Enhance pedestrian crosswalks through streetscaping and resignalization.

The intersections of Falls Road & Northern Parkway, Smith Avenue, Kelly Avenue, and Lake Avenue should be redesigned to feature prominent crosswalks, longer crossing signals, and fewer conflicts with left hand turning lanes.

Increase accessibility to the river.

As part of the effort to create nonvehicular connections, the river should be incorporated into community trails, and adjoining uses redesigned to include better access and to accommodate both passive and active uses. Sabina Mattfeldt's community-based management of its open space provides a model for other neighborhoods throughout the Jones Falls Valley. The well managed open space should be complemented by replacing existing chain link fencing, adding overlooks and benches, and improved connections to Falls Road.

Use the University of Baltimore property as a development opportunity.

The University of Baltimore's property in Mount Washington represents an opportunity to exemplify new urbanist design principles. The site is large enough to retain current programming and open space while accommodating housing or institutional expansion.

Redevelop the Mt. Washington Light Rail Station as a Transit Oriented Development.

The light rail station could be redeveloped to include an office complex. Smith Avenue could be realigned to permit smaller buses that could access the St. Paul Companies campus. The pedestrian access between Mt. Washington Mill and the light rail station should be redesigned to include lighting, a painted ceiling and wider sidewalks that can accommodate strollers.

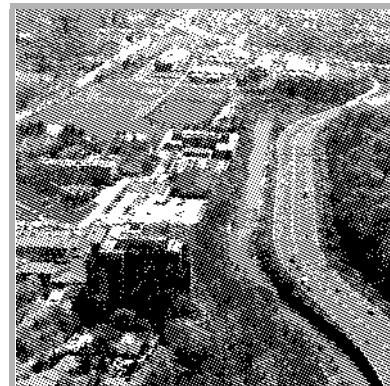
Promote Cottonworth Avenue as a community recreation center.

Redevelop the post office into a community recreation center. Consolidate and share parking between existing uses. Redesign the area under the Kelly Avenue bridge to accommodate day and night-time parking. Reorient existing green space to accommodate a soccer or jogging track. Expand the existing tennis courts and reorient the ice skating rink to have a better relationship with the street. Improve the intersection of Cottonworth and Kelly Avenue to prevent left turning conflicts and to avoid congestion.

Cylburn Arboretum

Cylburn Arboretum is part of the Baltimore City Park System and includes 176 acres of open space and trails. The Olmsted Brothers designed the original landscaping plan. The City's Horticultural Division maintains its headquarters at the Park and there is an active "Friends" association. The City is planning to undertake a master planning effort for Cylburn in 2001. This area is separated physically and visually from the Jones Falls by the light rail line, I-83 and the City-owned Stump Dump, formerly Camp Smallwood. The Park includes a large number of species and habitats and is frequented by bird watchers. Pending development could affect this ecosystem and have further impacts on the river.

Cylburn's largest obstacle and one which should be emphasized in their upcoming master plan is its lack of accessibility. The park lacks a formal entrance on Greenspring Avenue can be difficult to find. Signage is limited and difficult to read. There are no pedestrian or bicycle connections, and once in the Park trails are unmarked.



IDEAS

Use the Master Plan to focus attention on inaccessibility.

One of the pressing issues addressed by the plan should be developing a prominent entrance that is visible and accessible from both Greenspring Avenue and Cold Spring Lane. Wayfinding should be provided at both Cold Spring Lane and Northern Parkway and trail markers should be visible throughout the Park.

Develop mitigation standards as part of a comprehensive environmental management plan.

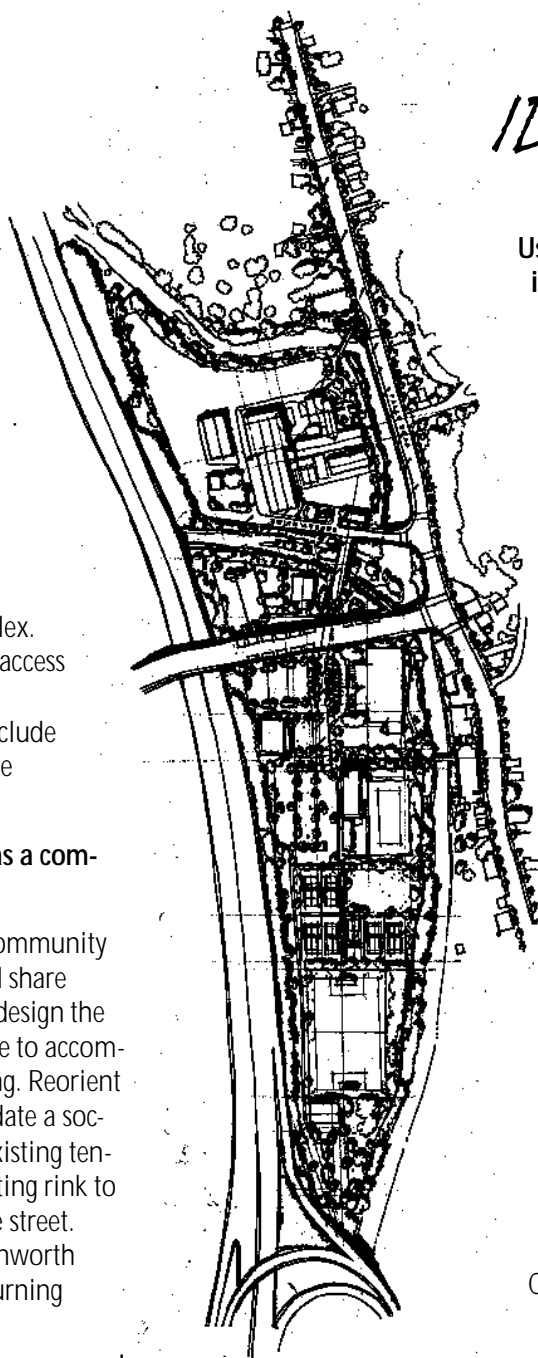
The earlier recommendation for a comprehensive environmental management plan should address the unique environmental needs of parks and the impacts of potential development.

Reopen the trail between the Stump Dump and the Park.

An integral part of redeveloping the Stump Dump should include reinstating an existing trail that leads to the edge of Cylburn Park.

Incorporate the greenway.

Use the future greenway trail to implement the Olmsted 1904 recommendation to connect Cylburn and Druid Hill Parks.



SUSPENDING

The Jones Falls corridor is a floodway, which were created in the 1950's to control flooding in urban areas by moving water efficiently. Creating the floodway resulted in straightening or channelizing the river and stabilizing the banks with concrete or other materials. In order to further control the water floor, the river floor was covered in concrete or gravel along with the installation of drop structures.

Due to a lack of maintenance throughout the floodway, a vegetated buffer is growing through the constructed banks, which has encouraged substantial and interesting wildlife habitats.

The water quality is generally poor, largely due to untreated storm water runoff from the surrounding area, I-83, and the Pennsylvania Railroad. This is compounded by untreated sewage that is released into the river.

The study area includes a substantial forest buffer that provides an ecological barrier between the Jones Falls and adjacent development. These barriers absorb water, help to slow the velocity of rainwater on the slopes, and help to control erosion by reducing the impact of the water dropping onto the soil.

In order to facilitate this assessment, the river was divided into twelve areas.

AREA 1 Starting at the City/County line, the Jones Falls is bordered by concrete retaining walls on both sides. The river floor is concrete with periodic drop structures. The Jones Falls was channelized up to the County line where the river has natural banks. Vegetation is growing out of the retaining walls at every opportunity. An American Elm growing on the concrete retaining wall had fallen revealing a rootmat that was perfectly flat except for some roots that had broken through the concrete which were keeping the tree alive.

Bank bars that are heavily vegetated have formed at the base of the retaining walls creating large meanders in the river. These bars create good habitat areas

for birds and other wildlife. On the eastern side of the stream, a residential neighborhood is buffered from the stream by a community park with a chain link fence separating the park from the river. A fairly dense wooded buffer has developed on the concrete retaining wall, but the river is too wide in this section for the trees to provide proper shade.

Birds: Mallard with ducklings, Redwing Blackbird, Blue Heron.

Vegetation: American Elm, Black Willow, Box Elder, White Ash, Sycamore, Ailanthus, Mulberry, Grape Vine, Wood Sedge, Japanese Knotweed, English Ivy, Wild Blue Phlox

AREA 2 is the location of a significant bend in the river on the north end of the renovated Mill Center. The south and west sides of the river have an old concrete retaining wall that has been reinforced with gabion baskets, and the area between filled with earth. A thick vegetative cover is growing through the gabion baskets. On the north and east sides of the river there are concrete retaining walls. Vegetation is growing through the retaining walls where possible. North of Mill Center there is a fairly dense wooded buffer with a service road running along the stream and eventually under the JFX. The area adjacent to the Mill is a landscaped public space. There are vegetated and gravel bank bars in areas where the water velocity is lower.

Vegetation: White Ash, Mulberry, Black Willow, Black Locust, Sycamore, Box elder, American Elm, Dogwood, Ailanthus, Yellow Flag Iris, Wild Grape, Indigo bush Wood Sedge, Wood reed, Honeysuckle, Japanese Knotweed

AREA 3 is located from the southern portion of Mill Center to the Kelly Avenue Bridge. The river is bordered by a concrete retaining wall to the east and gabion baskets to the west. Despite confines, vegetation is growing where ever possible, creating a thick vegetated buffer. Between the Smith and

the Kelly Avenue bridges there are bank bar islands of emergent vegetation and the water is flowing rather quickly. There is substantial sediment on the river bottom until just south of the bridges at the confluence of Western Run and the Jones Falls.

Birds: Barn Swallow, Mallards, Blue Heron, Grackles, Red Wing Blackbird

Wildlife: Carp (large), Brown Water Snake, Small Fish (Minnows)

Vegetation: Black Willow, Sycamore, American Elm, Ailanthus, Weeping Willow, Box Elder, Mulberry, Black Locust, Norway Maple, Japanese Knotweed, Wood Reed, Mullen, Daisy Fleabane, Goldenrod, Polkweed, Chicory, Honeysuckle, Hibiscus, Grape Vine, Poison Ivy

AREA 4 is located along Western Run from confluence I-83. There are concrete retaining walls on both sides. The bottom is comprised of non-native gravel that probably was either put there as a part of the floodway or came from a construction site upstream. The Western Run is attractive here despite human intervention. The swift movement of the Western Run appears to be scouring sediments from the Jones Falls river bottom just south of the confluence. The stepped access along the river from the train station could possibly provide access for kayaks and canoes. There is very little buffer between the roads and the rivers and vegetation was minimal.

AREA 5 is located from just south of the confluence of Western Run and the Jones Falls to the Northern Parkway bridge. Banks on both sides of the river are manmade, but heavily vegetated. The east side of the river consists mainly of residences, some of which are very close to the river edge. The Northwest Ice Rink is adjacent to the river and is dumping waste ice and possibly pool water into the Jones Falls. From south of the ice rink to the Brynn Mawr School on the west side of the river is fenced, allowing no access near the river. These areas were

NATURE

also densely vegetated.

Vegetation: Mulberry, Black Willow, Japanese Knotweed, Mullein, Bindweed, Grape Vine, Asian Tearthumb, Polkweed, Thistle, Honeysuckle, Horsetail

Birds: Flicker, Killdeer and chick, Tufted Titmouse.

AREA 6 is located on the opposite side of the bank from the Bryn Mawr School along Mattfeldt Avenue. The river in this area has concrete retaining walls on either side with minimal vegetation. The buffer at the top of the retaining wall is narrow, but wooded with a fence, a single lane road, and residential backyards. The landscaped properties are serving as an additional buffer between Falls Road and the river. There is a small community park on Mattfeldt Road where a forested buffer could be planted. The Jones Falls is narrower in this section and as a consequence is shaded well by the existing trees. Many culverts on both sides of the river drain storm water into this section.

AREA 7 is located within the Village of Cross Keys. The Jones Falls has concrete retaining walls on both sides and is very wide in this section. The floodway is intact with drop structures and concrete on the river bottom. A good portion of the area on top of the retaining wall is maintained lawn, but there are some wooded buffers and a river view access and trail. The access is behind the hotel's covered parking lot and consists of some wooden steps going down to a plateau above the retaining wall. A small storm pond lined with asphalt with a water feature is adjacent to the access. The access and trail are not well maintained but could be improved and used for viewing, canoeing or kayaking. The storm pond could be turned into a wetland system surrounded by a wooded buffer that would serve the river and the wetland.

The vegetation in the existing buffer contains some

native species, however the native plants are being overtaken by invasive species.

Vegetation: Box Elder, Black Locust, Green Ash, Ailanthus, Serviceberry, Blueberry, Honeysuckle, English Ivy, Grape Vine, Blackberry, Dock, Blue-eyed Grass, Garlic Mustard

AREA 8 is located adjacent to the Poly-Western High School campuses. The northern portion of the section consists of the school development, parking lots, and roads adjacent to the top of a very high, steep riverbank. The banks are concrete retaining wall for about the first 30 feet and then are natural and wooded. The river is fenced at the top of bank through most of the campus, except for the southern portion. At the river side of the southern-most parking area is a jogging trail along the steep riverbank and a small, steep access trail leading down to the river. At A small wooden dock was constructed at the river's edge that provides a view of the Jones Falls with wide, densely wooded banks.

Aquatic Life: Fresh Water Clams, Crayfish, Catfish, Carp, Minnows, Submerged Aquatic Plants

AREA 9 is located to the South of Cylburn Arboretum at Camp Smallwood, or the Stump Dump (west side of river) and vinegar factory (east side of river). An analysis of the Jones Falls adjacent to the Arboretum was not included because the river is separated from Cylburn Arboretum by the light rail tracks and I-83. The river is not accessible from this area.

The Stump Dump and the vinegar factory are adjacent to the river and are likely to cause point source pollution problems. The river is narrower in this section and is shaded well by trees. The banks are both natural and covered with rip-rap or concrete retaining walls. A nontidal wetland was constructed by Cylburn Arboretum on the border of the Stump Dump and the Arboretum, unfortunately the dump is adjacent to

the river not the wetland. The water smelled sour in this area, yet supported Carp and minnows.

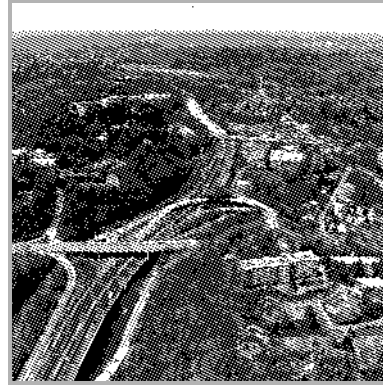
AREA 10 is located in the area just south of Cold Spring Lane at the proposed Loyola Field of Dreams Athletic Complex. Adjacent to the Jones Falls in this section are two municipal landfills that were closed prior to the mid-1980's. On the western side of the landfills is a well developed forest that has been left untouched enough to almost reach climax status. The athletic complex is to be located on the landfills and the proposed Jones Falls Greenway trail will run along the river in this area.

The riverbanks in this section are natural and fairly level with the water. This in addition to the proposed greenway trail will provide good access for canoes and kayaks.

AREA 11 is located along Clipper Mill and Falls Roads from 41st Street to the southern end of Druid Hill Park. The Jones Falls is most in its natural state in this section with periodic concrete, stone, and rip-rap retaining walls. Both the vegetated buffer and river are narrow creating a well-shaded in this area. This section appears to provide opportunities for ecological enhancement of the river based on its access, renovation of existing mills, other proposed developments, and enlargement of forested buffers.

Area 12 is located from the southern-most end of Druid Hill Park to where the Jones Falls is piped under the city. This was the most difficult area to investigate as the river is inaccessible from existing development. The river is heavily channelized and laden with walls and structures, however vegetation appears to overcome any adversity. The water quality is especially poor and trash seems to be at its worst in this section.

Cylburn South



Although this area is officially recognized by the City as part of Woodberry, it was identified as a separate planning area due to the amount of development pressures and environmental concerns. The City's development process in this area has encouraged random patterns where proposed projects have minimal connections with one another. Loyola College is planning to build three athletic fields with a stadium on a former landfill and the MTA has proposed a parking facility at the unused BGE storage tank. Sinai Hospital purchased the former Children's Hospital and has sold a portion to Kennedy Krieger which is developing a high school and parking lot. While Sinai is not actively seeking to redevelop its acreage, it is accepting unsolicited proposals.

The City stores thousands of logs at the Stump Dump which provides the area's only connection between the river and Cylburn Park.

Some segments of the community have been actively working to prohibit all development and to retain the open space. There is growing frustration among residents over the perceived lack of community control in the decision making process.

Cold Spring Lane, the major thoroughfare, poses a series of pedestrian impediments. A majority of the street is without sidewalks, prohibiting easy access to the light rail station. There are significant pedestrian conflicts that pose obstacles for Poly-Western students utilizing the light rail. Poly-Western, which was designed for approximately 4,000 students now has a student body of less than half its capacity.

The river in this area is essentially in healthy condition, although storm water that drains through culverts is likely to jeopardize the abundance of aquatic wildlife. There is a small canoe resting dock behind the school that is difficult to access due to a steep slope and concrete retaining wall. The river continues through to Cross Keys development which has turned its back on this amenity and instead created a sense of isolation. What could be a passiverecreation opportunity is isolated by poor fencing and invasive plantings. A nearby pond with asphalt bottom is outdated and unattractive.

IDEAS

View the development as a comprehensive whole to achieve a balance between access, development and the environment.

Although a number of sites are under consideration for development, the City has an opportunity to undertake a master planning process that could determine best uses, rezoning to accommodate smaller scale developments, design standards and environmental and landscaping standards. This could alleviate some of the tensions with the community by initiating an open discussion prior to any commitments.

Evaluate redevelopment opportunities for the Stump Dump with an emphasis on

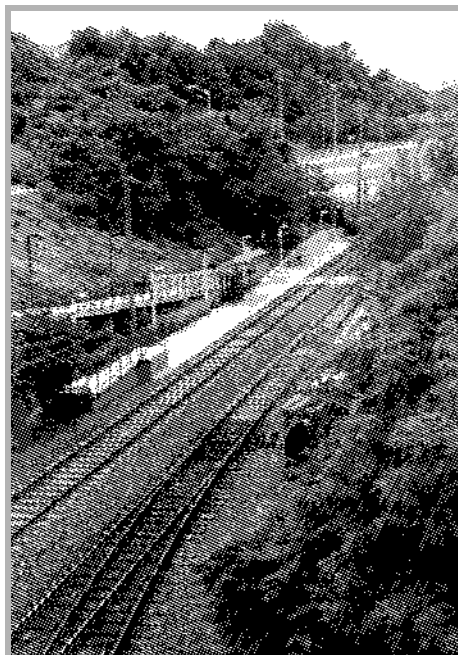
Transit Oriented Development, to the south.

The Stump Dump presents a unique long-term development opportunity to create an environmentally sensitive, green building, transit oriented development project that retains the mature forest, wetlands and slope. One potential scenarios could include a mixed-use office complex and a relocated Cold Spring Light Rail station. with shared parking.

This could eliminate the need for the proposed parking facility at the former BGE site.

Reevaluate the proposed MTA parking facility.

The MTA is reevaluating its proposed parking facility at the former BGE storage tank site. One idea calls for reduced spaces, a restructured bus turnaround that follows the footprint of the storage tank and increased revegetation. A second option could consider replacing the parking lot with a



structured facility that would minimize the parking footprint, and respect the existing topography. Long-range planning could incorporate transit-oriented development for the florists' and vinegar plant sites.

Reevaluate Cold Spring Lane's relationship to the Valley.

Cold Spring Lane should be the subject of a corridor study that decreases its expressway character into a street with sidewalks, enhanced landscaping and pedestrian-oriented signalization. Pedestrian-bicycle access should include connections to the existing underpass that would also provide access to Poly-Western High School. Continuous wide sidewalks should be installed along Cold Spring Lane to Greenspring Avenue and to the light rail station.

Reevaluate the Poly-Western Campus.

Poly Western High School's undercapacity provides an opportunity to rethink the campus layout and to take advantage of its strategic location in a way that financially benefits both the school and the City. Portions of the parking lot could be redeveloped into office or technology space that could have a formal relationship to the school. New development could be complemented by an alternative path to the dock should be developed that takes advantage of a trail near the river. This portion of the river is an ideal location to install a storm water retrofit to clean and reduce the flow of water.

Develop a campus master plan for Children's Hospital.

A master plan should be developed collaboratively with the community that addresses all development options and establishes parameters that protect the integrity of the neighborhood. The plan should address the feasibility of residential development on the Sinai portion of the site, promoting linkages with Woodberry, Loyola College or other development sites, and reorienting the site away from Greenspring Avenue to reduce negative traffic impacts.



Initiate a broad-based community organizing effort for Woodberry.

Some residents have expressed an interest in developing a comprehensive plan for Woodberry. Prior to beginning this effort, the community should address basic organizing issues by working with residents on a block-by-block basis to identify a hierarchy of priorities. By focusing on "bread and butter" issues, common ground will emerge that will mobilize residents and help them develop a framework of priorities and consensus that becomes the basis for a comprehensive planning process.

Designate the most mature woods as a "No Development Zone."

Explore the feasibility of creating urban legacy programs based on the successful State Rural Preservation initiatives that have prevented the development of farmland.

Create a "Woodberry Green Fund."

To offset development impacts, future developers would be required to make a mitigation contribution to a green fund. This fund would be managed by an outside entity that would work with institutional and community representatives to establish funding priorities and guidelines.

Preserve open spaces in the Greenspring Trails neighborhood by declaring the area an Urban Preservation Zone that would prohibit future development.

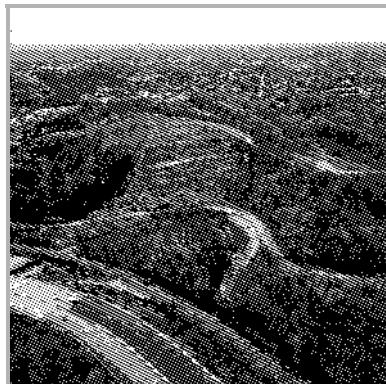
Reorient the Village of Cross Keys towards the water.

Barriers that exist between the offices and the river should be removed to create places for walking and passive recreation. The pond behind the Radisson Hotel could be redeveloped into a wetland or open water pond that would enhance water quality and wildlife value. Existing space within the development could be evaluated to identify areas that could be reforested to further upgrade water quality.

Develop passive uses that encourage greater use of the Woodberry Woods.

The portion of the Valley adjacent to the Woodberry Landfill includes unchannelized sections of the river. This area, which is adjacent to the proposed greenway trail could be replanted as a walking garden with sitting areas that permit views of the water.

*Proposed Loyola College
"Field of Dreams"*



Woodberry

Woodberry is one of the Valley's original mill communities and retains significant amounts of its original housing stock. It is faced with a rapidly declining quality of life, most evident in the growing number of vacant properties particularly along Druid Park Drive, 41st Street and Greenspring Avenue.

The area has retained its industrial roots, evident in the 115 businesses that are located within its boundaries and provide local employment opportunities. Many of the original mill structures remain and are used for a variety of industrial, office, and artistic purposes; however, there are increasingly marginal uses that detract from the ability to market the area as a potential technology corridor. Woodberry is also home to four of Baltimore's five local television affiliates.

As Woodberry repositions itself, attention will need to focus on the light rail station and access that is limited by poor sidewalk quality, dim lighting, and lack of parking. The future MTA Neighborhood Shuttle may prove an asset to boosting ridership through its ability to reach streets that are too narrow for busses.

IDEAS

Recognize the woods as a resource and significant asset.

The Woodberry woods should be formally recognized as an asset by designating the area as an urban preservation zone as suggested earlier.

Identify redevelopment opportunities for selective sites.

The following sites are offered as examples of future redevelopment opportunities that would enhance the "digital valley":

- ♦ Sears & Hedwin 1600 Roland Heights Avenue
- ♦ former WBFF headquarters 3724 Parkdale Avenue
- ♦ Woodberry Methodist Church 2500 Druid Park Drive
- ♦ Hooper Industries 2165 Druid Park Drive
- ♦ Mumaw Plumbing 2121 Druid Park Drive
- ♦ Ilex Construction 1700 Union Avenue

Redesign the 41st Street bridge.

Widen the sidewalks to accommodate pedestrians and bicycles by reducing the lanes from four to two and enhancing linkages between Woodberry and Medfield and the neighborhoods and employment centers.



Potential Restoration opportunity for Woodberry Landfill

Enhance the Woodberry Light Rail station.

Redesign the sidewalks to better accommodate pedestrian needs. Upgrade quality of lighting particularly under the I-83 bridge on Union Avenue. Landscaping should be upgraded to provide a more accommodating environment.

Use vacant sites as an opportunity to promote community economic development initiatives.

There are a number of smaller vacant sites, such as the former deli at Girard and Hooper Avenues that could be community-owned and managed enterprises.



Druid Hill Park

Druid Hill Park includes 600 square acres and was Baltimore's first large municipal park. It is listed on the National Register of Historic Places, and includes a number of historic structures and serves as home to the Baltimore Zoo. The Park was developed in the tradition of European parks, and today offers hiking and biking paths, tennis courts, playgrounds, Frisbee golf course and a swimming pool. During the 1950's and 60's the Park played a significant role in the City's segregation and Civil Rights movement. The park is adjacent to what once were some of Baltimore's most exclusive neighborhoods, including Madison Street and Reservoir Hill.

Except for a small portion, the Park is separated hydrologically and visually from the Jones Falls by development, railroad tracks and I-83.

Druid Hill Park has the potential to be the crown jewel in Baltimore's park system. It is hampered by a lack of a perceived main entrance, lack of public transit connections, and lack of connections with the surrounding neighborhoods. The Park has only one public face on its west side away from the Jones Falls. The lake is visible, yet inaccessible due to heavy traffic separating the community from the park. Poor signage, physical conditions, and dangerous pedestrian connections discourage residents from taking advantage of its close proximity. A distinct lack of visible park personnel contributes to perceptions of an unsafe environment.



idential "tree house" units could be built throughout the Park to provide a critical 24-hour presence. The notion of removing the Park from the City's control and establishing a conservancy to assume primary responsibility for its operations and maintenance should be a topic of discussion during departmental reorganization discussions.

Make the Druid Park Master Plan a priority for long-term implementation.

The Druid Park Master Plan outlines a number of initiatives to improve accessibility, programs and linkages. These should be given a higher priority and coordinated with the Zoo's impending Master Plan. Ultimately, the Zoo and Park should have a relationship similar to San Diego's.

Develop a comprehensive housing revitalization strategy.

The neighborhoods surrounding the Park used to be considered among the City's most exclusive. Examples are still evident in the housing stock that lines the lake. Unfortunately,

most is deteriorating and marginal. There is a growing number of vacant units along McCulloh Streets and Druid Park Avenue above Madison Avenue. A housing strategy that emphasizes mixed-income housing, including high market rate housing around the water and Park, should be developed as a community-based effort.

IDEAS

Create gateways, new entrances and wayfinding systems.

New access points would strengthen the Park and Zoo's identity as part of the Valley. Park edges and the street should be treated as an integrated whole that would include softening the edge between Druid Park Lake Drive and the lake. The Parkdale Avenue entrance could be redesigned to provide a northern gateway, complemented by an eastern entrance at Ash Street. A new access point could be established to the rear of the Zoo to strengthen its association with the Park. By realigning Druid Park Lake Drive between Brookfield Avenue and Eutaw Place the jogging/bike path around the lake would be complete. The Park itself should be thought of as a "string of pearls" where specific programming functions are assigned to more isolated areas as a way to increase a public presence.

Connect existing transit options through an intermodal transportation network.

Connections between the Park, Zoo, and Mondawmin transit hub should be strengthened through a neighborhood shuttle. One option to a scheduled route, is to follow the hospitality indus-

try's model of providing courtesy phones that link to a central number. Visitors could then call and request shuttle service, when needed.



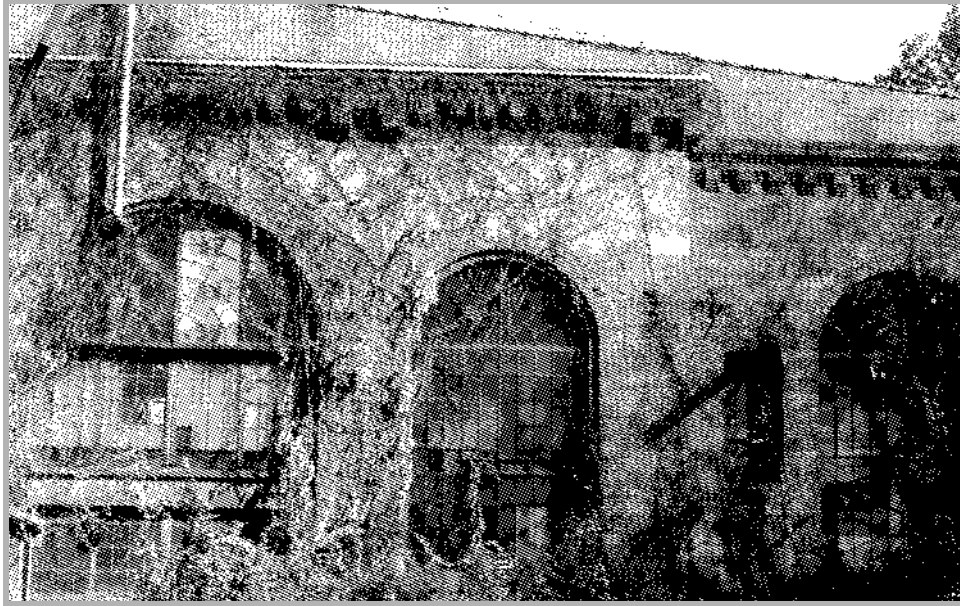
Strengthen connections with neighborhoods

The Cedar Avenue Bridge is a logical connection between the Park and Charles Village, Hampden, and Remington. Its proximity to the redeveloped Kirk Stieff site and the proposed greenway provides opportunities to attract new users to the Park. Sidewalks should be widened to accommodate pedestrians, the existing chain link fencing should be replaced, lighting should be upgraded, and invasive species should be removed to permit water views.

Enhance the Park's stewardship.

There are a number of programs in place that would increase the "eyes and ears" in the park at a minimal cost to the City. Residential cottages can be restored and occupied by families or graduate interns who meet stringent application criteria. These individuals would act as park stewards, providing maintenance, landscaping, and outreach to visitors. Additional res-





Mill Corridor

The Mill Corridor includes the greatest concentration of operating historic mills in the Valley, some of which have been restored primarily as office and studio space. While there are a number of active industries, they suffer from limited accessibility that make it difficult for trucks to maneuver down narrow streets. A lack of off-street parking spaces forces many trucks to use residential streets, resulting in further negative impacts on the adjoining residential streets.



One of the area's appeals is its proximity to the water and the opportunity to develop pedestrian overlooks, but this is marred by the pollution and concrete columns that support I-83.

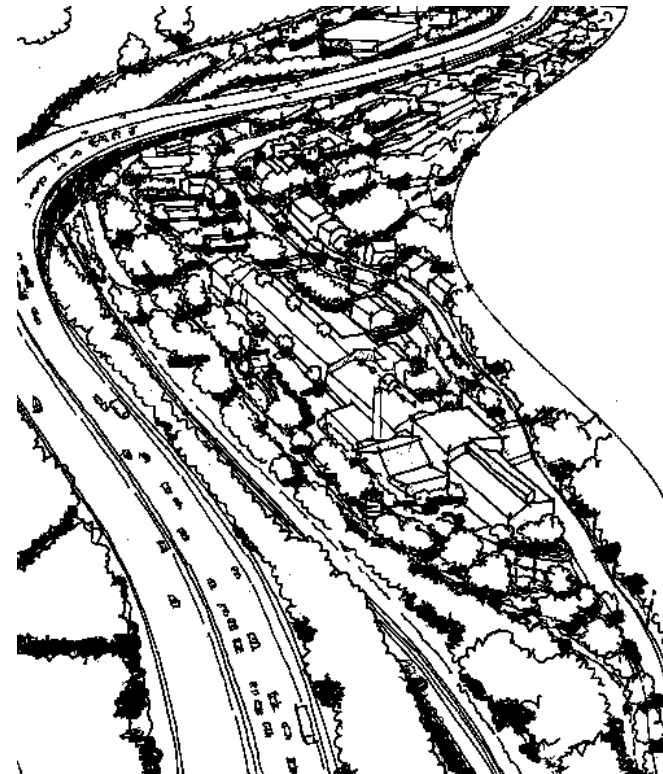
The area's seclusion and relationship to the water, proposed greenway trail with easy access to I-83, Penn Station, downtown, and BWI airport are likely to contribute to the area's conversion, over time, to a technology-oriented corridor. This conversion would encourage additional spin-off commercial, retail, and residential development.

IDEAS

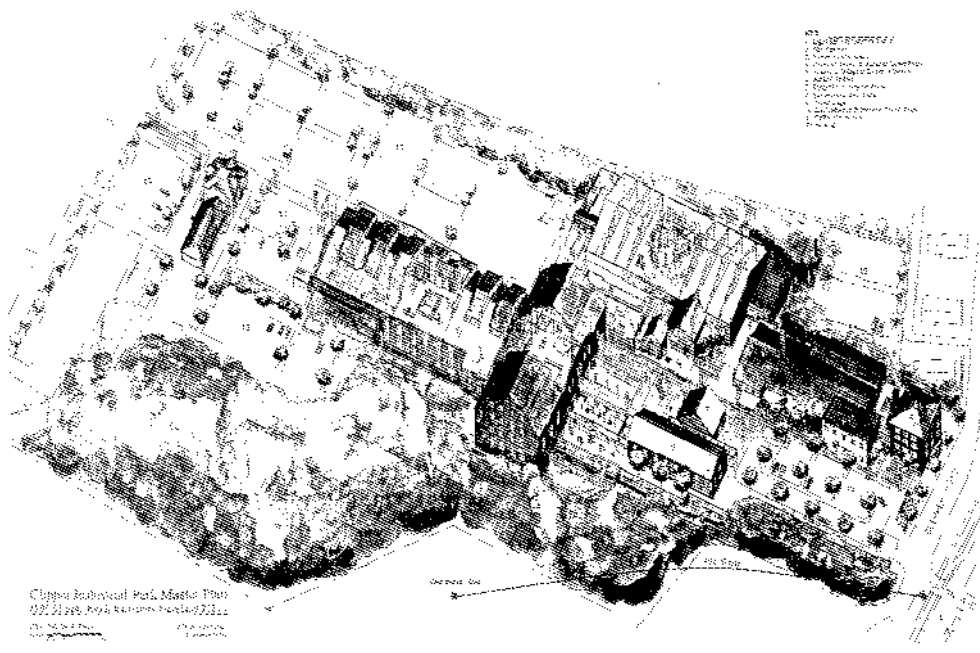
Develop new circulation patterns to accommodate an anticipated increase in employees.

The opportunity to attract new industry requires a fresh look at existing traffic patterns and capacities.

Redesigning circulation patterns has the potential to enhance residential markets, increase tourist opportunities and reduce residential impacts from an increased employment presence.



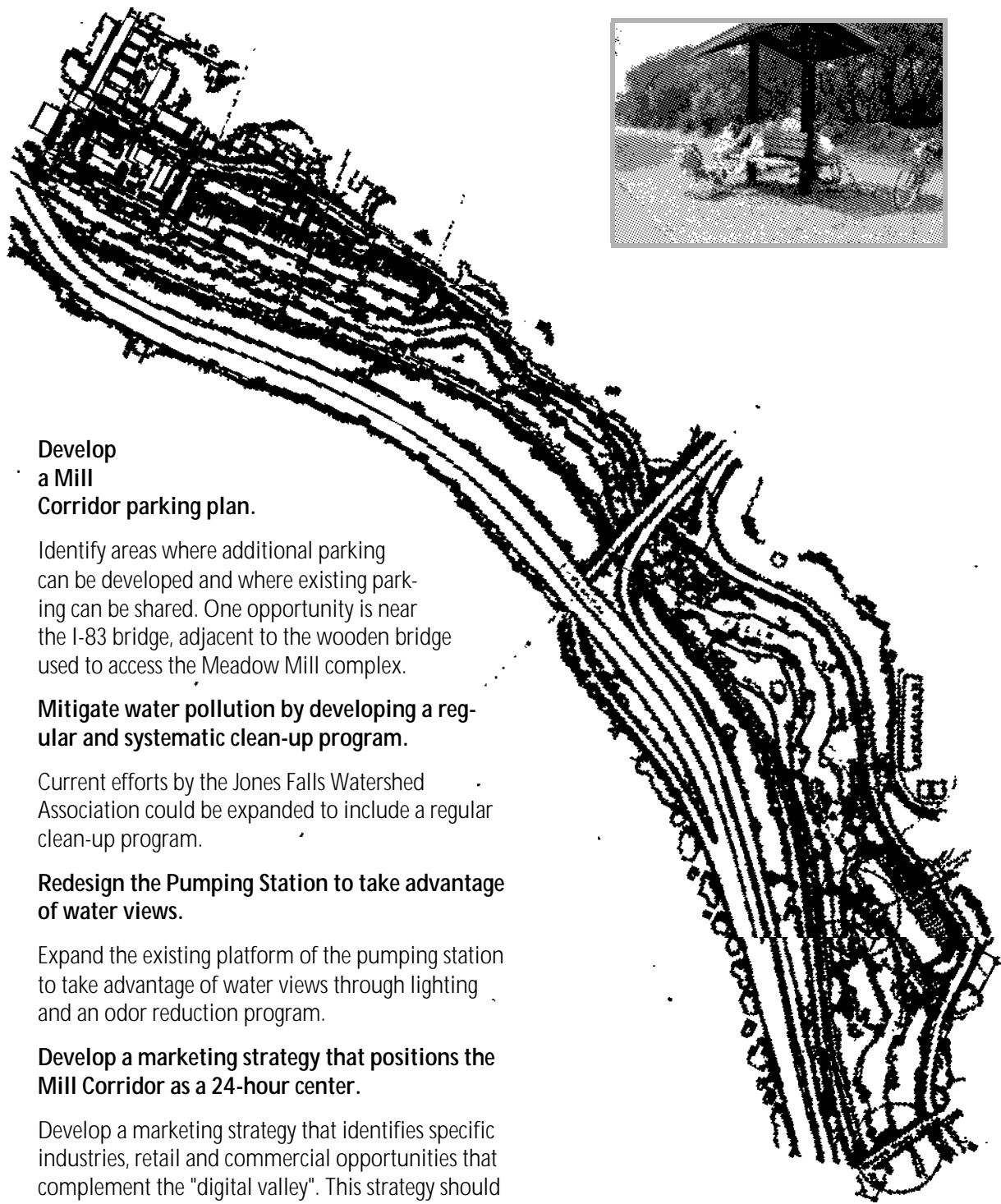
I-83 and revitalized Mill Corridor



Actively encourage redevelopment.

The following sites are offered as examples of future redevelopment opportunities that would enhance the "digital valley":

- ◆ Clipper Industrial Park, 3500 Clipper Road. The State is working with the owner to pursue the development of a soundstage campus with related industries.
- ◆ Life-Like Products. Its Union Avenue location provides a gateway entrance and offers opportunities for both housing and office use.
- ◆ Komar Properties 3300 Clipper Mill Road. Currently a distribution center, this location offers potential as a mixed-use development on the river.
- ◆ Loane Brothers 1625 Union Avenue
- ◆ Various properties on the 1700 block of Union Avenue and 3600 block of Clipper Mill Road



Develop a Mill Corridor parking plan.

Identify areas where additional parking can be developed and where existing parking can be shared. One opportunity is near the I-83 bridge, adjacent to the wooden bridge used to access the Meadow Mill complex.

Mitigate water pollution by developing a regular and systematic clean-up program.

Current efforts by the Jones Falls Watershed Association could be expanded to include a regular clean-up program.

Redesign the Pumping Station to take advantage of water views.

Expand the existing platform of the pumping station to take advantage of water views through lighting and an odor reduction program.

Develop a marketing strategy that positions the Mill Corridor as a 24-hour center.

Develop a marketing strategy that identifies specific industries, retail and commercial opportunities that complement the "digital valley". This strategy should include thematic development, regional level amenities and should enhance Baltimore's reputation for precedent-setting urban development.

Protect the integrity of the area and influence future development through the creation of an urban renewal ordinance.

Urban renewal ordinances have the ability to guide uses, to establish design standards, and to protect the integrity of a community's structure. Although unusual, consideration should be given to design standards that protect integral interior features.

Potential redevelopment opportunity for Mill Corridor

Create a signature event.

As part of the Main Street effort, the community should develop a signature event that draws attention to the area and its assets.

Create a gateway at Union Avenue and Falls Road.

The historic mill building on Union Avenue now occupied by Life-Like Products, the Loane Brothers building, the unique crossing of the Jones Falls to the mill buildings conspire to make this area ripe for upgrading.

The first planning efforts for the Jones Falls Valley appeared in the Olmsted Brothers' 1904 Report Upon the Development of Public Grounds in Greater Baltimore which called for creating a park beginning near Druid Hill Park and extending to Lake Roland. In 1926, this proposal was amended to remove Hampden and Woodberry. In both instances, the City chose not to act on these recommendations.

The park concept lay dormant until 1960 when the Planning Council of the Greater Baltimore Committee published a Jones Falls Valley Master Plan



sponsored by the Municipal Art Society and the Bureau of Parks and Recreation. The plan proposed creating a linear park along the length of the Jones Falls that featured turning Falls Road into a valley drive and a gateway park in the blocks encompassing Lafayette and Lanvale Avenues, North Charles Street, and Maryland Avenue.

The majority of the Valley would be rezoned as residential to avoid the haphazard planning that tended to occur when expressways were built. Land would be acquired gradually and only when existing industries moved, thereby avoiding displacing local employees. Historic structures would be retained and redeveloped possibly as restaurants, shops, or museums. Developers would be attracted to the area and build a series of residential enclaves.

Realizing this vision was anticipated to cost \$25 million and was met with mixed reviews. Of particular



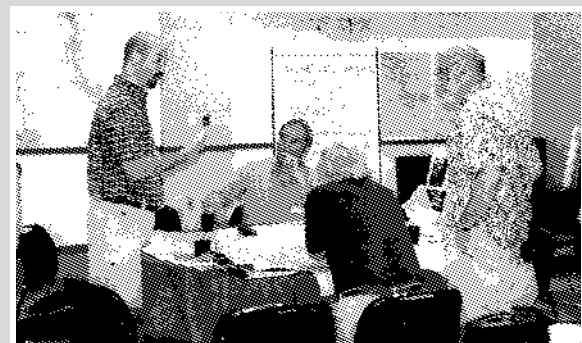
concern was the impact the plan would have on existing and jobs.

The final proposal called for a 5 1/2-mile park strip from Maryland Avenue to the City line. A continuous park drive would be created along Druid Hill Park between Children's Hospital and TV Hill. Woodberry would be retained as an industrial area.

In 1963, voters approved a \$3 million bond issue for the initial development of the Jones Falls Valley. However, for a variety of reasons, including political pressure from property owners and opposition from the community who were concerned over job loss, funds were never spent.



The next vision for the Jones Falls Valley was published in 1977 by Fred Shoken. The "Jones Falls Valley Plan" proposed three areas of redevelopment. Like the earlier Olmsted plans, the southern portion of the Valley, from Clipper Mill to Penn Station, would be retained for parkland. Mill buildings would be converted into research uses and a connection could be established to Wyman Park. The third area, near Coldspring Newtown, was proposed as a series of scenic and historic routes along with a continuous park.



A number of specific planning initiatives complement these broader visions. Cross Keys was one of James Rouse's early experiments in creating a suburban-style planned community designed around the principles of a traditional urban neighborhood. Relatively dense garden and mid-rise apartments, offices and retail sited around controlled open spaces all within a gated community were targeted to an upscale market who appreciated the bucolic setting, the proximity to downtown and amenities within walking distance.

This early and successful example of a "new town" inspired a larger, more ambitious vision for Coldspring Newtown in northwest Baltimore. The vision proposed by Moshe Safdie was also intended to compete with suburban developments that were

attracting increasing numbers of city residents. Similar to contemporary new urbanist developments, Coldspring Newtown was envisioned as a self-contained community with a variety of housing types affordable to a diverse income range. The Master Plan proposed 3,780 housing units spread over 375 acres. The plan's emphasis on community is reflected in the over 250,000 square feet of neighborhood and community facilities. Grocery stores and other retail amenities would be available through 90,000 square feet of commercial development, while 240,500 square feet of office space would serve not only the local market, but could act as a regional magnet drawing suburbanites back to the city.

The Safdie plan also included an extensive parks network. Two parks were proposed, one that would connect Coldspring Lane to Druid Hill and second that would follow the Jones Falls to Greenspring Junior High.

In 1988, the face of the Valley underwent a dramatic transformation, when the Maryland General Assembly approved the Central Light Rail Project ultimately providing thirty-six stations along a twenty-seven mile track. Initially, the plan included a three and a half-mile portion between Druid Hill Park and Robert E. Lee Park as a "light rail-trail" that might be connected to the North-Central trail in Baltimore County.

Other plans include:

- ♦ two master plans for Druid Hill Park.
- ♦ double tracking 9.4 miles of eight sections of light rail track.
- ♦ proposed twelve-mile Jones Falls Greenway trail from Penn Station to Lake Roland. First phase construction between Penn Station and Druid Hill Park is anticipated to begin in 2000.
- ♦ 340-space MTA parking facility near the Coldspring Light Rail station at an unused BGE storage tank.
- ♦ proposed athletic fields, stadium and parking for Loyola College on the former Woodberry landfill.
- ♦ The Falls Road Task Force, which is proposing streetscaping improvements for Falls Road between Northern Parkway and the Beltway.
- ♦ Clipper Industrial Park Master Plan proposing a soundstage and film complex.
- ♦ Ruxton Riderwood community plan.
- ♦ Morgan State University's Greenway for the Jones Falls Valley.

Stony Run

The Stony Run is a first-order tributary of the Jones Falls Valley has been partially enclosed severing the visible connection between these two bodies of water. Like the majority of the Jones Falls Valley, Stony Run suffers from a lack of connections – to Wyman Park and the Johns Hopkins University which are both easily reachable by foot or bicycle.

Storm water runoff and substantial amounts of impervious surfaces have created some environmental deterioration that will require close monitoring. Its popular use by local residents, many of whom bring their dogs will also require monitoring.

IDEAS

Develop a pedestrian and bicycle linkage between the Stony Run and Wyman Park

A trail should be established in Wyman Park, from north of University Parkway to Wyman Park Drive at Sisson and 29th Streets, providing a connection to Druid Hill Park, Johns Hopkins University, and Charles Village.



Develop monitoring systems.

A community-based monitoring system should be developed that tracks erosion, water, and habitat quality to deter potential overuse. Sensitive areas should be cordoned off from dogs.

Continue restoring the health of the river.

River banks should be restored as should the riparian plantings along the entire Stony Run. Storm water retrofits should be developed by Deepdene Road. Permeable parking lots could be developed near the Loyola campus to enhance water quality through improved vegetation. Programs should be developed with Gilman, Bryn Mawr, and Friends schools, that would enable students to become environmental custodians.



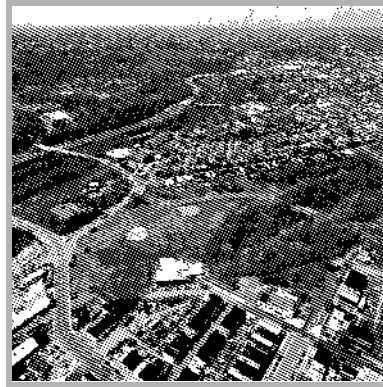
Hampden-36th Street

Hampden is also a mill community adjacent to the northern edge of Wyman Park. It includes a number of churches that were built as a result of the mill owners importing workers from other parts of the country. Its commercial district, 36th Street, or the "Avenue," has experienced a renaissance over the past few years and was recently selected as one of the City's initial Main Streets.

The health of this retail district is critical to the surrounding residential neighborhoods and business interests. The district's scale is perfect and there are numerous successful businesses. The redevelopment of historic assets, which have been neglected to date, offer an opportunity to bolster the district's charm and sense of place while making available ready sources of financing through federal, state and City historic preservation tax credit programs.

The area's growing popularity has resulted in a severe parking shortage, and created a number of conflicts with the adjoining residential streets. Although close to the light rail station, its topography prohibits potential connections with the commercial district. The buildings have retained much of their original architectural features, however, many of have been covered by unattractive facades.

The neighborhood has retained a stable residential base, owing somewhat to a sense of isolation and homogeneity. Roosevelt Park provides a number of active and passive recreational uses, and is under-appreciated.



the shuttles as roving promotional opportunities.

Enhance the appearance of 36th Street through design standards.

Efforts should be made to develop design guidelines that encourage the return or reproduction of original design features. Existing facade improvement funds should be supplemented to ensure that wholesale change can occur.

Support long-term improvements for Roosevelt Park.

Support the efforts of the Friends of Roosevelt Park to develop a master plan. Encourage partnerships organizations such as the Neighborhood Design Center to enhance and replant the park's edge, upgrade the ball fields and design more appropriate playgrounds.

Use new investment to create catalysts for spin-off development.

In the Northern District charrette, the suggestion was made to target other properties on Keswick Road for redevelopment. Two short-term candidates are the auto lot and the vacant studio across from the Northern District. Longer term opportunities may be presented for the auto repair establishments south of the station.

IDEAS

Encourage shared parking as a means of resolving the commercial district's parking shortage.

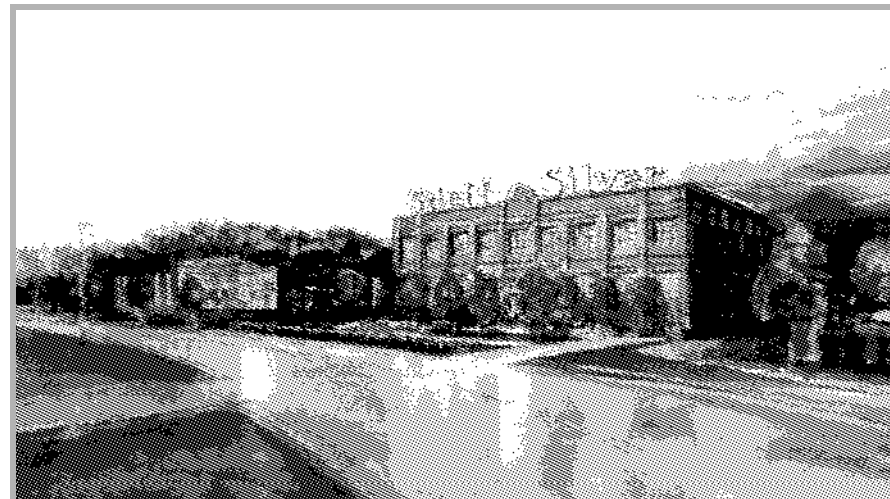
The City's decision to create new parking creates an opportunity for shared parking between commercial day and night-time uses.

The addition of bicycle racks near commercial establishments would provide an alternative to driving and could also relieve the need for additional parking.

Enhance connections with the Mill Corridor.

Use the MTA's neighborhood shuttle as a marketing tool to connect the 36th Street business district.

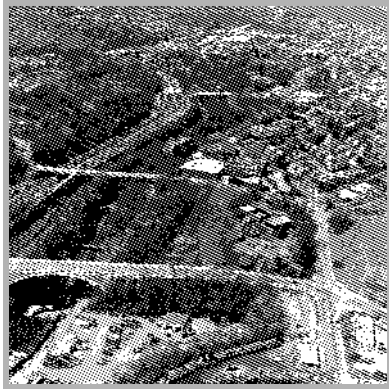
Encourage commercial establishments to advertise with local businesses and to discuss using



Hampden-Remington

The southern portion of Hampden is adjacent to Wyman Park, the Remington Industrial corridor and Druid Hill Park. Stone Hill and Brick Hill, two historic mill neighborhoods, are adjacent to Hampden. The Boy Scouts national headquarters is located in this corridor as is the Kirk Stieff redevelopment project. The conversion of the former silver manufacturing plant to office space is anticipated to serve as a model development opportunity and magnet to attraction to attract future reuse particularly along Sisson Street and

Keswick Avenue. Ultimately, approximately 1,000 employees are likely to provide a critical mass for transit oriented development and encouraging more efficient use of existing transit modes.



Hampden-Remington is within walking distance of a number of other neighborhoods. Pedestrian access is made difficult by poorly designed intersections at Sisson and 28th and 29th Streets respectively. Potential views of the Roundfalls are blocked by invasive screening and plantings along the Cedar Avenue Bridge.

DPW maintains two sites along Sisson Street, a truck transfer station and a recycling center. The former offers a direct connection to the river that is currently not available to the public

IDEAS

Develop alternatives to Howard Street.

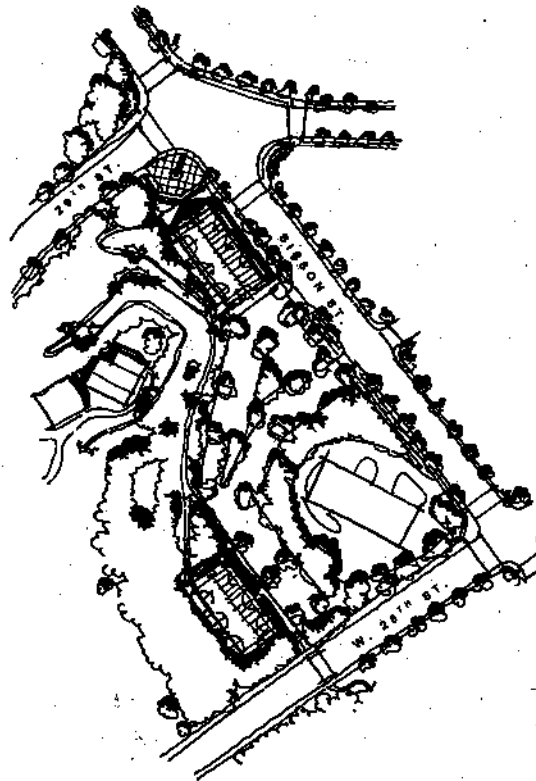
As Sisson Street becomes redeveloped as an industrial corridor, alternatives can be explored to reroute and relieve impending traffick from upper Howard Street. This could be accomplished by demolishing buildings west of 27th Street, which would then provide a new connection to Huntingdon Avenue, increased accessibility to I-83, and protect homes on the upper portion of Howard Street.

Redevelop the DPW Site.

The DPW yard on the west side of Sisson Street between 28th and 29th Street extends to the Jones Falls. This gateway site currently presents an eyesore and prohibits the development of much needed connections. The site could be redeveloped as an office park with open space that includes public access to the water.

Develop a comprehensive housing strategy.

Develop a housing strategy focusing on the renovation of existing stock, paying close attention to Keswick below 34th Street. Additional target blocks could include Fox Street, Miles Avenue, Remington Avenue, and Huntingdon Street. Fawcett, 23rd and 24th Streets represent some of Remington's most stable housing and should be viewed as a model for future efforts.



DPW redevelopment alternative

Expand the greenway effort.

An expanded greenway trail should connect the Boy Scout property and Druid Hill Park.

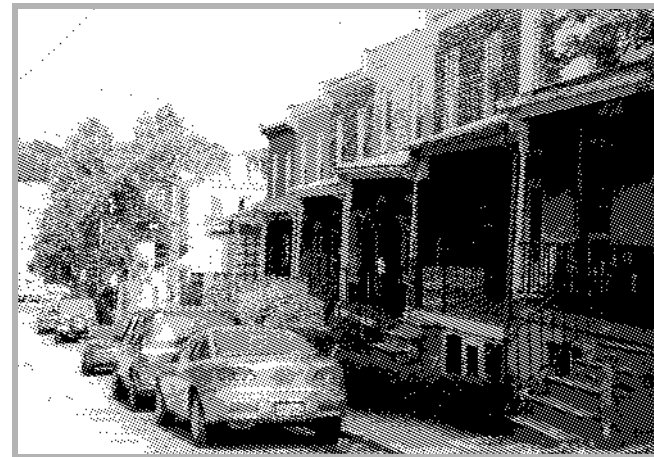
Redesign the intersection of Sisson and 29th Streets

The intersection should be reconfigured to tighten and channelize traffic and better accommodate pedestrians. Crosswalks should be clearly marked

and paved and signalization should be adjusted to provide additional crossing time, with limited turning traffic.

Develop a parking plan to encourage regional use of greenway and to enhance accessibility to the Valley.

The Kirk Stieff lot could be made available on a limited basis during working hours and on an unlimited basis during evenings and weekends for recreation users.



Develop a transit hub.

A new light rail station might be accommodated near the Kirk Stieff site. A raised parking deck could be constructed over I-83 to accomodate shared and commuter parking. Environmental impacts could be mitigated through community gardens, bio retention facilities, and the creation of wetlands.

View the Boy Scout property as a redevelopment opportunity.

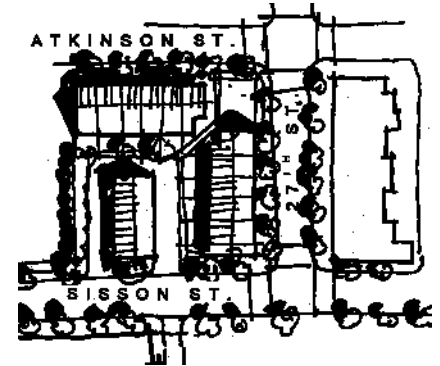
The Boy Scout property, on the edge of Wyman Park, is one of the community's gateways and provides easy access to the Jones Fall. Over time, a number of redevelopment options could be considered.

- ♦ The site is a midpoint between Druid Hill Park and other segments of the proposed greenway and as such has the potential to serve as a magnet, encouraging users to extend their ride through Hampden and the Mill Corridor.
- ♦ By replacing the buildings with a park, there would be a clearer connection to Druid Hill Park and more accessibility to the water.
- ♦ The existing building could be redeveloped as an office building that could include the Boy Scouts as a tenant
- ♦ The site could serve as an interim visitor's center, as well as provide shared parking and transit oriented development opportunities.

Remington Industrial

The Remington Industrial corridor includes a number of operating industrial properties combined with residential enclaves. CSX maintains an active presence. Sisson and Howard Streets are the main north-west arteries. Sisson Street has maintained its industrial character, while Howard Street has become an automotive center offset by smaller industrial uses. As former mill buildings are redeveloped, Sisson Street may be considered as a logical and attractive relocation site. Large amounts of underutilized and vacant property provide consolidation opportunities for new development. The area is fortunate to include some of the community's strongest housing stock along Fawcett, 23rd and 24th Streets.

As the area attracts new investment, gateways should be considered particularly at the intersection of Howard and North Avenues. Potential traffic increases to residential areas could be avoided by developing a new artery to I-83.



IDEAS

Develop a new office park.

Sisson Street Station could be developed in the parcel bordered by Howard, 26th, and Sisson Streets with Kirk Stieff as the northern anchor. This site overlooks the valley with view corridors to downtown. Its location and proximity to Kirk Stieff and the Johns Hopkins University is likely to create a "technology magnet" where businesses are attracted by and feed off of one another. Nearby businesses, such as the Bell Atlantic office should be encouraged to upgrade the appearance of their buildings to help attract new investment.

Develop infill housing.

Infill housing can be developed facing existing residential units on Atkinson and 27th Streets. The development would be entered from Sisson Street and include garages. Marginal auto uses are likely to relocate, providing the potential to develop additional office space.

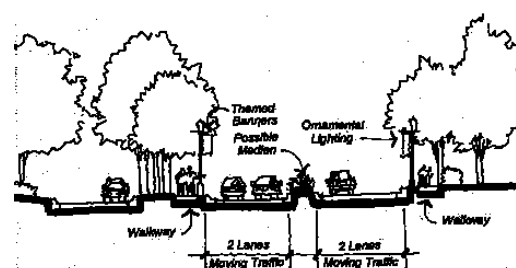
Upgrade the intersection of Howard Street and North Avenue.

Howard Street should be redesigned as a Valley gateway and would include repaving, streetscape and facade improvements to the buildings at this location. In connection with effort, the Howard Street bridge should be repainted and streetscaping and design standards should be encouraged for all of Howard Street.

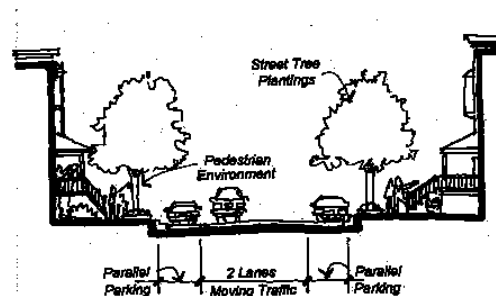


Falls Road

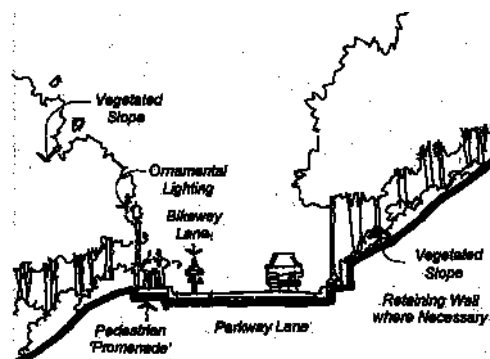
Falls Road could mark the beginning of an alternative to I-83 that was envisioned in the 1960 Master Plan. It is characterized by a parkway-like environment that includes narrow lanes, high views of the water and adjacency to historic mill sites. This amenity is detracted from by existing industrial properties, many of which have contributed to the environmental deterioration of the river. These concentrations discourage potential users from enjoying water views and contributes to a sense of isolation.



Falls Road Corridor - Northern Parkway



Falls Road Corridor - Hampden



Falls Road Corridor Parkway

IDEAS

Develop an environmental restoration strategy.

Along with Woodberry, Falls Road represents the Valley's greatest potential for environmental enhancement. Ongoing cleanups combined with more aggressive restoration and replanting will retain the appeal of this corridor, increase the health of the water, enhance the area's value, and strengthen a constituency for ongoing preservation and sustainability.

Prepare for future traffic impacts.

As the proposed greenway gains in popularity, Falls Road is likely to experience a higher level of traffic. The City, in collaboration with institutions, users and the community should develop quantitative measures to gauge traffic impacts.

Develop additional parking.

Small parking bays containing 4-6 spaces should be developed along the entire Falls Road corridor from Clipper Mill to Maryland Avenue to accommodate greenway users.

Relocate Correlli Roofing.

Correlli Roofing is suspected to be one of the Valley's worst environmental and visual offenders at one of its more noticeable locations. The City should acquire the site with the intent of returning the land to its natural state. Once redeveloped as parkland, this is an ideal site for a pedestrian overlook.

Implement remediation measures.

Storm water retrofits should be established along the river in addition to replacement drain catchers as part of a broader strategy to upgrade environmental maintenance. Drains should be cleaned regularly and zoning inspections should be conducted on all properties, including City owned, with the intent of issuing citations.

Consider the Life Like property on Falls Road as a redevelopment opportunity.

The site's proximity to proposed public transportation at Kirk Stieff, and water access would make this an ideal office -residential complex. A shared parking agreement could be negotiated with the Mill Centre. Pedestrian overlooks would enhance the site's value and provide access to a place where the water has restored itself to a natural meandering path.

Develop Falls Road into a parkway.

Falls Road should be developed into a parkway as an alternative commuter route to downtown. Successful models include Rock Creek Parkway in Washington, DC and the Henry Hudson Parkway in New York.

Falls Road south

Falls Road south, from the Potts & Callahan site to Maryland Avenue, includes a number of industrial and municipal sites. It is also home to the Baltimore Streetcar Museum whose collection includes a number of rare streetcars. The area ends at Maryland Avenue adjacent to Amtrak's tracks and Penn Station. The area is isolated from Midtown and Charles Village. There are strong connections to Baltimore's transportation history, physically evidenced by the presence of the roundhouse and the former maintenance building for the Ma&Pa railroad that could be capitalized on as part of a broader tourism effort. This could have ties with the Baltimore Streetcar Museum that is located on Falls Road, but that has difficulty in attracting large crowds due to lack of visibility and easy access. The Museum's storage facility, which includes a number of rare streetcars, is in the floodplain and particularly vulnerable to damage.



IDEAS

Assist the Museum in its efforts to identify a new storage facility and to expand its capacity.

If the Streetcar Museum remains in the Jones Falls Valley, efforts will be needed to expand both its program and capacity. One alternative location could be the current HABC maintenance office on St. Paul Street across from Penn Station, which would provide the potential to create an intermodal transit hub between downtown and midtown.

Redevelop the Potts and Callahan site as part of the parkway.

The Potts and Callahan site has the potential to be the centerpiece of a relocated Falls Road parkway. This portion of Falls Road can be reconstructed and moved west thereby creating a flood management area as well as a front door for a potential new development. The green space on the east side of the road would be expanded through the creation of a linear park. "Roundhouse Park" would include green space and a medium density housing unit. The Roundhouse could be redeveloped as a visitor's and conference center.

Reevaluate the City's maintenance capacity.

There are several examples where the City's lack of maintenance has contributed to negative environmental impacts. For instance, debris catchers are reportedly not cleaned or maintained on a regular basis. Unless the City is able to significantly increase its commitment to enhance and maintain the river, privatization of these functions should be considered.

Make Falls Road a destination.

The most effective way to reverse negative perceptions is by creating an environment that is attractive and safe and draws critical masses. Developing or

moving City-sponsored events to this area will change the perception and will enable users to feel comfortable with the area when the Greenway opens.

Support the Midtown Benefits District Traffic Plan.

As part of its Master Planning efforts, the Midtown Benefits District has suggested a number of strategies to relieve traffic from its more residential streets. Traffic could be diverted away from St. Paul and Calvert Streets to create an environmentally-friendly linkage between the Valley and downtown. The southern portion of the proposed greenway trail could be routed onto Calvert and St. Paul Street near Penn Station, creating an additional link with light rail and buses.

Evaluate 1813 Falls Road as a potential housing opportunity.

This older structure is ideally located between downtown and the proposed greenway trail and should be considered as an opportunity to develop loft apartments.

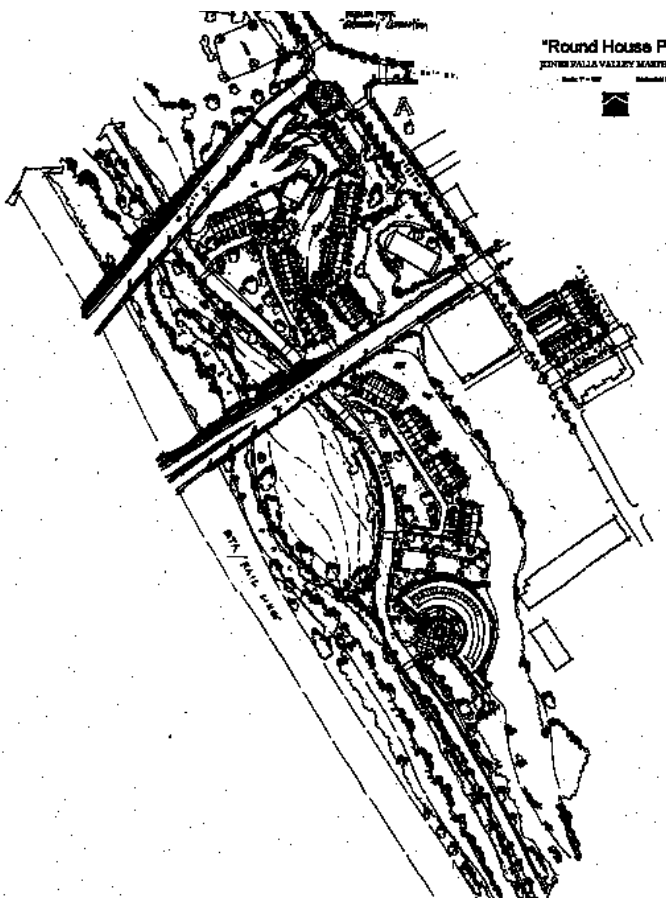
Connect the end of Falls Road to Penn Station.

A pedestrian connection should be established to link the Greenway underneath Maryland Avenue along surplus right of ways.

Redevelop the Maryland Avenue exit ramp.

This can create a pedestrian oriented development along Oliver Street from the University of Baltimore.

Create a major Transit Oriented Development at the Bolton Yards complex.



The Jones Falls Valley Master Plan is being managed by a Steering Committee of:

Baltimore Development Corporation

Sheila Blum ♦ Andrew Frank ♦ Veronica Owens

Baltimore Zoo

Roger Birkel

Greater Homewood Community Association

William P. Miller

Jones Falls Watershed Association

Michael Beer ♦ Kathleen Warren

Mass Transit Administration

Henry Kay

Parks and People Foundation

Jackie Carrera ♦ Guy Hager

Struever Bros., Eccles & Rouse

Bill Struever ♦ Timothy Pula

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The Jones Falls Valley Master Plan process has been coordinated by a team of consultants led by AB ASSOCIATES, a comprehensive land planning firm located in Baltimore City. The consultant team includes:

AB ASSOCIATES

Comprehensive Planning

Alfred W. Barry, III

Laura Stone Burden

Stacy Freed

Emily Perschetz

Corey Schreier

Louise Toby

AG Environmental Restoration

Environmental Analysis

Anne Gleeson

Mahan Rykiel Associates, Inc. Landscape

Architecture

Andy Kalback

Scott Rykiel

Lipman Frizzell & Mitchell

Real Estate Consultants

Joseph M. Cronyn

Gerald P. Neily

Transportation Planning

Tadder Associates, Inc.

Aerial Photographs

Frank Perrelli

Layout & Graphic Design

FORUMS

Forum Dates & Times

October 11 7-8:30pm

Cylburn Arboretum Mansion House, Room D
4315 Greenspring Avenue

October 21 9:30-11am

3800 Buena Vista Avenue
(between 41st Street and Union Avenue)

November 4 9:30-11am

Roland Park Place, 2nd Floor
830 West 40th Street

November 21 7-8:30pm

The Elm
3100 Elm Avenue

With this publication the challenge for our effort is to gauge your reaction to these initial findings, and respond to issues, criticisms, and suggestions. A series of four public "Forums on the Falls" are scheduled beginning in October and individual sessions with neighborhood associations are encouraged. For information, or to schedule a community presentation, please call AB ASSOCIATES at 410-547-6900.

Following these meetings, it is anticipated that a final plan will be completed by the spring of 2001.

